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No. 156, 14th YEAR, JUNE, 1967

Published first Thursday of the month

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CARRIERS ON BOTH SIDES OF CRISIS AREA FLEET'S PLANES AT THE READY

A few days after aircraft from the carriers H.M.S. Victorious and H.M.S. Hermes had flown in force in a joint exercise with Aden Federal Forces, the Middle East crisis erupted.

By this time Victorious was in the Mediterranean and due to return to U.K. on June 1. Her return has been delayed.

H.M.S. Rhyl was even nearer home, and she also had to return to the Malta area.

For the 2,000-odd families of men aboard these ships, there is no hint at present when they will see them.

EAGLE ON TRIALS

Rhyl could easily be relieved, but the carrier situation is much

more difficult, in view of present tension.

Eagle is on post-refit trials, which could possibly be expedited for her dispatch to the East rather earlier than originally planned.

Victorious herself is due to recommission at the end of August, and any upset in this arrangement would cause severe drafting problems.

The frigate Phoebe has been switched from her Round-Britain cruise and sent to Malta, her place being taken by H.M.S. Zulu. Staying in the Mediterranean on her way to the Far East is H.M.S. Estimo.

MEN RECALLED

Some recalls of Navy men at Portsmouth at the Spring Holiday week-end were a local requirement for a ship required at short notice for an exercise.

No change has been announced in the plans for H.M.S. Kent, H.M.S. Arethusa, and the tanker Olynthus to visit South Africa, but their presence in the Indian Ocean is a further reinforcement possibility.

At the other eastern trouble spot, Hong Kong, the commando carrier Bulwark has



Line action picture of H.M.S. Daring, which refuels the Fleet after nearly six years in reserve and refit

'NAVY NEWS' —BIGGER AND BETTER

Widening popularity and usefulness of "Navy News" has much increased demands on space.

In order to pay for additional pages, and rising production costs, the price of "Navy News" will be increased to one shilling as from the July issue.

This will be a 24-page edition, packed with stories and pictures reflecting life in the Navy with cartoonist Miles adding a spice of humour.

The management of "Navy News" intend to ensure that the paper continues to improve in the future.

To be certain of copies and avoid disappointment, readers are advised to place orders with regular suppliers, or make use of the coupon on page 12.

More Leanders are launched

Two more Leander class frigates have been launched and, with the keel of yet another being laid, the number of Leanders with the Fleet or building now totals 22—by far the largest class of warships of the Royal Navy.

Mrs. Mallalieu, wife of Mr. I. P. W. Mallalieu, M.P., the former Minister of Defence for the Royal Navy, named H.M.S. Hermione when she was launched at the Linthouse, Glasgow, yard of A. Stephens & Sons, Ltd., on April 26.

H.M.S. Andromeda was launched at Portsmouth Dockyard on May 24, after being named by Mrs. Reynolds, wife of Mr. G. W. Reynolds, Minister of Defence, Administration, exactly one year after the keel was laid down.

The keel of H.M.S. Scylla was laid at Devonport Dockyard on May 17, at a ceremony performed by Lady Talbot, wife of Vice-Admiral Sir Fitzroy

arrived from Singapore.

Chinese sources, complaining of this "gunboat diplomacy," speak of six warships being ordered to the colony's waters.

Talbot, Commander-in-Chief, Plymouth



Aircraft from the carriers Victorious and Hermes, and from the Royal Air Force, flying in formation over the Aden State and Al Hithad, on May 18

CHANGES IN MIDDLE EAST AND MED.

On June 5 Admiral Sir John Hamilton hauls down his flag as Commander-in-Chief, Mediterranean, marking the virtual end of British seapower in the "Middle Sea."

Command of all Royal Navy ships in the Mediterranean will pass to the Commander-in-Chief, Home Fleet.

Rear-Admiral D. L. Davenport will become Flag Officer, Malta, and he will administer the naval installations in the island, and will also hold the NATO appointment of Commander South-East Mediterranean Area (COMFESOUFAST).

In the past few weeks Admiral Hamilton has been making farewell visits to the

ships and establishments of his command, and to naval representatives of other nations in the area.

When he dined in H.M.S. Rhyl it was with considerable sadness that he remarked it was the last occasion that a British Naval Commander-in-Chief, Mediterranean, would "pass the port" in a man of war.

MIDDLE EAST

A further change will shortly take place, for on July 13 the Flag Officer Middle East will haul down his flag at Aden hoisting it at Bahrain the following day.

On September 1 the Unified Command of the Persian Gulf

will be instituted, and the appointment of Flag Officer Middle East will lapse.

With the institution of the Unified Command in the Gulf, the Senior Naval Officer Persian Gulf will become the Commander Naval Forces Gulf.

Goldsworthy discharge

Able Seaman Michael Goldsworthy, aged 22, who was absent for eight months and then gave himself up after his case was raised in Parliament, left the Navy on May 27, his discharge by purchase on compassionate grounds having been approved.

Goldsworthy had served two-thirds of a 72-day detention sentence, earning full remission. A Ministry of Defence spokesman said that the compassionate grounds related to the health of Goldsworthy's family. This had developed since he made his first application for discharge before deserting last August.

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Lonely wives on distant shores

On a recent whirlwind tour of the Far East it was put to Drafty more than once that many men in ships would not have uprooted their wives and brought them out to Singapore if they had known how often their ship would have to go to sea, and how long at a time she would be absent.

Why, they asked, couldn't we have been warned before we left that our ship was going to be away for so long?

The short answer to the question is simply that seagoing ships do normally go to sea, and it is anyone's guess how much seagoing is too much.

If we are asked to say how often a particular ship will have to be away we must in honesty say we do not know—it all depends on a host of things, not least of which must be counted the antics of whoever happens to be in conflict with our country at the time.

CAN BE DISTURBING

But it is fair to assume that a ship classified as L.F.S. may be away from her base port for as much as half her time, or perhaps a shade more. Absences could, however, be much less.

For any wife the first few weeks abroad can be strange and disturbing, even when Dad is home most nights.

The unvarying heat, and perhaps humidity, the teeming streets and markets, the sounds, the smells, the insects and the reptiles, not to mention a host of other unfamiliar things, and the absence of old friends, all conspire to tax the resilience of the most buoyant of mums.

Dad's absence during the critical first few weeks converts what would otherwise have been rather a zany adventure into an

DRAFTY'S CORNER

ordeal that few would want ever to repeat.

It is no good saying to such a wife that she is lucky to have sunshine, and the leisure that a full-time help can bring, and that anyway the separation she is suffering is no worse than she would have to put up with if her husband were on Home Sea Service.

DREAMS AND REALITY

Her dream has been eclipsed by a reality the harsher for being so different from what she had been led to imagine by friends who had been abroad before.

Because sailors' wives are very adaptable people (they have to be) most of them soon get over the discomforts and hazards of the early weeks, and it is not long before they in turn are extolling in their letters home the pleasures of their new-found liberation from the kitchen sink.

So it is that the seeds of envy are sown again in the minds of

those who have never managed to catch Drafty's eye for a foreign accompanied draft.

The purpose of this article is not to deter anyone from plunging into an adventure which has as many gay as grave aspects. But it is to suggest that anyone drafted to a seagoing ship on L.F.S. and who has doubts would be well advised to go abroad unaccompanied, scout out the land on arrival, and then when there looks like being a promisingly long period at the base, to bring the family out.

HELP EACH OTHER

If some friends can be found among the naval community then they should be asked to help with the settling-in.

This way there is some sort of insurance against the risk of a ship's unexpected departure. Because domestic help is available to everyone, it is much easier than it would be at home for families to help each other. It is just a matter of finding the right friend in the right place.

For some people the problem is not confined to the settling-in period. For them the increased leisure only worsens the pangs of separation, which would be much more bearable at home among kith and kin.



"Their wives arrived in Singapore just as we were leaving for the Middle East"

Discussion of the general problem of families divided by ship movements almost always leads to the questions, "Why do the Navy pay for passages and allowances if in the end the wife will not see very much of her husband? Would it not be more sensible to class all ships as Foreign Service?"

DUTY TO WARN

Sensible, perhaps, but Drafty hopes no one will be in too much of a hurry to clip the wings of migrating wives. The billets carrying this kind of perks are few enough now, and look like decreasing anyway the way things are going.

The Navy has a duty to warn everyone of the risks, but once couples know what they are,

they should be given the chance to decide whether they are worth taking or not.

List of ships for which C.N.D. will be issuing draft orders during July:

Ship	Main parties	To join
Mohawk (G.S.C.)	January, 1968	
Choparra (G.S.C.)	January, 1968	
Leander (G.S.C.)	January, 1968	
Lya (G.S.C.)	January, 1968	

Birthday cake for 52-year-old

On his 52nd birthday, Ch AF Richard "Paul" Temple, serving in H.M.S. Hermes as a flight servicing inspector in 892 (Sea Vixen) Squadron, was presented with a birthday cake, specially baked on board for him.

COMMISSIONING FORECAST

H.M.S. Victorious, Britain's oldest aircraft carrier (laid down in 1937), rebuilt in Portsmouth Dockyard, 1950-58, and modernised in 1962-63 and again in 1965-66, is due to recommission on August 31 for further service East of Suez.

The most recent drafting forecast received is as follows:

DANAE (G.P. Frigate), June 6 at Devonport for trials, Commission September, (C).

KEPPEL (A/S Frigate), June 9 at Chatham, Home Sea Service, London-derry Squadron, U.K. Base Port, Rosyth.

DANAE FLIGHT, June 12 at Portland, General Service Commission, Wain, U.K. Base Port, Devonport.

LONDONHERRY (A/S Frigate), June 30 at Rosyth, Special rebu. Dockyard control, Port Service.

CENTRAL, June, Accommodation ship for Victorious.

CLAMICND (Destroyer), July 7 at Chatham, Port Service for trials, Commission August 18.

AURORA (G.P. Frigate), July 13 at Chatham, General Service Commission (Phased), Home/Middle East/ Home, U.K. Base Port, Chatham, (C).

JUNO (G.P. Frigate), July 17 at Southampton, General Service Commission, Home/Far East, U.K. Base Port, Chatham, (C).

SALISBURY (A/D Frigate), July 24 at Devonport, Port Service, L.R.P. complement.

ZULU (G.P. Frigate), July 27 at Rosyth, General Service Commission (Phased), Home/Middle East/ Home, U.K. Base Port, Rosyth, (C).

RUSSELL (A/S Frigate), July 31 (Tentative date) at Portsmouth, Reserve crew, Port Service.

JUNO FLIGHT, August 1 at Portland, General Service Commission, Wain, U.K. Base Port, Chatham.

JAGUAR (A/A Frigate), August 3 at Chatham for trials, Port Service, Commission September 28.

HAMPSHIRE (G.M. Destroyer), August 7 at Portsmouth, General Service Commission (Phased), Home/Far East, U.K. Base Port, Portsmouth.

RECON (Destroyer), August 15 at Portsmouth, General Service Commission, Home/Far East/ Home, U.K. Base Port, Portsmouth.

ABINGDON (G.P. Frigate), August 17 at Chatham, General Service Commission, Home/Far East/ Home, U.K. Base Port, Portsmouth.

CLAMICND (Destroyer), August 18 at Chatham, General Service Commission, Home/Far East/ Home, U.K. Base Port, Chatham.

BERWICK (A/S Frigate), August 21 at Chatham, Port Service, Special rebu. Dockyard control.

PROTECTOR (G.P. Frigate), August 24 at Portsmouth, 40% of ship's company, General Service Commission Home/South America and South Atlantic, U.K. Base Port, Portsmouth.

VICTORIOUS (Carrier), August 31 at Portsmouth, General Service Commission, East of Suez, U.K. Base Port, Portsmouth.

PALESTER (A/S Frigate), August 31 at Portsmouth, Port Service, Reserve crew, (Tentative date).

DANAE (G.P. Frigate), September 7 at Devonport, General Service Commission (Home/Far East), U.K. Base Port, Devonport, (C).

PUNCESTON (C.M.S.), September 9 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

ARTHURA FLIGHT, September 16 at Portland, General Service Commission, Wain, U.K. Base Port, Portsmouth.

DELIGHT (Destroyer), September 20 at Devonport, General Service Commission (Phased), Home/ West Indies/ Home, U.K. Base Port, Devonport.

LLANDAFF (A/D Frigate), September 21 at Singapore, General Service Commission (Phased), Far East/ Home, U.K. Base Port, Devonport.

CHICHESTER (A/D Frigate), September 21 at Chatham, Reconmission (Phased), Home Sea Service (13 months), U.K. Base Port, Chatham.

JAGUAR (A/A Frigate), September 28 at Chatham, General Service Commission, Home/Far East/ Home, U.K. Base Port, Chatham.

S14 SQUADRON (VICTORIOUS), October 2 at Cullrose, General Service Commission, Wain, U.K. Base Port, Portsmouth.

ASHANTI (G.P. Frigate), October 2, L.R.P. complement at Portsmouth, Port Service.

BEACHAMPTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

BURNASTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

WISTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

YARNTON (C.M.S.), October 7 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

KENT (G.M. Destroyer), October 17 at Chatham, General Service Commission (Home/Far East (Phased), U.K. Base Port, Chatham.

S.A.R. FLIGHT (VICTORIOUS), October at Cullrose, General Service Commission, Wain, U.K. Base Port, Portsmouth.

CLAMICND (C.M.S.), November 4 at Bahrain, Foreign Service (Middle East), 9th M.C.M. Squadron, (E).

HYCLA (Surveying ship), November at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).

ARGONAUT FLIGHT, November at Portland, General Service Commission, Wain, U.K. Base Port, Portsmouth.

SIRIUS (G.P. Frigate), November 30 at Portsmouth, Home Sea Service (Phased), 14 months, U.K. Base Port, Portsmouth.

ARTHURA (G.P. Frigate), December 7 at Portsmouth, General Service Commission (Phased), Home/Far East/ Home, U.K. Base Port, Portsmouth, (A).

BULWARK (Commando ship), December 14 at Portsmouth, Home Sea Service/Foreign Service from date of sailing, East of Suez, U.K. Base Port, Portsmouth.

REGATE (Surveying ship), December 12 at Devonport, General Service Commission (North Atlantic), U.K. Base Port, Devonport, (A).

ZULU FLIGHT, December at Portland, General Service Commission, Wain, U.K. Base Port, Rosyth.

BLACKWOOD (A/S Frigate), Late 1967 (Tentative date), Reserve crew at Portsmouth, Port Service.

NIDAL (Surveying ship), January 9 at Chatham, General Service Commission, Home/Far East of Suez, U.K. Base Port, Chatham, (A).

MOULAW (G.P. Frigate), January 11 at Portsmouth, General Service Commission (Phased), Home/Middle East/ Home, U.K. Base Port, Rosyth, (B).

CELESTRA (G.P. Frigate), January 11 at Devonport, General Service Commission (Phased), Home/Middle East/ Home, U.K. Base Port, Devonport, (A).



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VISITOR TO FEARLESS—Oriental charm, sartorial elegance, and studious poise were all embodied in the striking visitor being assisted on board H.M.S. Fearless at Hiroshima. She is the reigning "Miss Hiroshima," and gallantly lending a hand is the Quartermaster, AB David Jones, of Eford, Plymouth.

Getting off that Bridport bus

For those of you who remember the Bridport bus problem ("Navy News," July, 1966), the following notice recently published officially in the Fleet will be of interest:

How to Exchange Drafts—General Service Ratings and W.R.N.S.

If there are compassionate reasons for altering your draft, see your Divisional Officer. Otherwise you must find someone in the place you want to be, who wants to be where you are. He must be:

- (a) Of the same rate and S.Q. and if an aircraft maintenance rating, experienced on a similar type of aircraft.
- (b) Serving on the same type of commission, viz., G.S.C., F.S.C., L.F.S., H.S.S., or P.S. (but exchanges between G.S.C. and F.S.C. ships may be allowed)

You may find someone to change with by advertising in "Navy News" (write to the Editor), or in local orders (put in a request through your Divisional Officer).

Once you have found him, both of you must put in a request in the normal way, so that one of your commanding officers can, if they both agree, ask the Drafting Authority for approval.

You must not expect commanding officers to agree to exchanges which commit them to short periods with new men. So it will pay you to find an opposite number early enough for both of you to have a worthwhile period in your new ships.

Submarine Ratings. For ratings serving in submarines, the rules covering exchange drafts are contained in Submarine Drafting Instructions 36 and 37. W.R.N.S. Ratings. Rules for requesting an exchange draft are contained in B.R. 1077, Article 0605. W.R.N.S. ratings wishing to request an exchange draft after six months' service in their present establishment should see their Divisional Officer.

Exchanges between men of different S.Q.s are sometimes permissible when both are in Port Service billets.

Joint Drafting action is initiated about six months ahead of the date on which men are to join such ships, and drafting action for the first party will therefore be initiated about nine months ahead of the dates quoted.

Drafting action for men for trials crew who will form part of the final complement is initiated between two and five months before the dates quoted.

These periods should be borne in mind when preferring requests to volunteer for service in particular ships.

Ships in which locally entered Cooks (S) Cooks (O) or Stewards are to be borne in lieu of U.K. ratings are indicated as follows: (A)—All Cooks (S), Cooks (O) and all Stewards (O), Cooks (S) other than P.O., Cook (S) all cooks (O) and all Stewards (O)—Cook (S) other than C.P.O., and P.O., all Cooks (O) and all Stewards (O)—Leading Cooks (S) and Stewards only, (1)—Cook (S) and Steward only.

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Advancements

Confirmation has been received that the following have been advanced to the Chief Petty Officer, Chief Artificer or Chief Mechanician rate:

To CPD
JN 864186 H. R. Deacon, JN 818240
P. A. Windup, JN 810226 G. R. S.
Wicks, JN 820141 D. A. Marjine, JN
871201 A. Hukell, JN 660874 J. J.
Rader, JN 836828 H. C. Lambert,
JN 828941 G. Williams, JN 660357
R. B. Bowler, JN 661930 W. S. A.
Crane, JN 646383 J. England.
To CPD Wtr
MN 808878 C. Reddard,
To CPD SA
MN 712359 H. R. Hassall, JN 897664
R. W. Worrall.
To CPD Sd
LN 808709 P. Stapleton.
To A/C Mech
KN 914304 C. H. Stannard.
To A/CHEA
M 920238 I. W. Shepherd, MN 855181
D. Atwell, MN 888320 H. Whitfield,
MN 852486 P. J. Allerton, MN 887896
B. Tipling, MN 913946 J. D. Lambert,
MN 928167 R. J. Hill, MN 933768 P. K.
Wright, MN 933848 P. K. Johnson,
MN 933467 P. J. Williams, 054754 J. P.
Prest, MN 943916 G. Parsons.
To A/C Ship
M 916614 D. S. Palmer.
To Ch MIE
KN 892913 W. G. Cock, KN 871615

POINTS LEADERS ON ROSTERS

The following table shows the total points of each man at the top of each roster as at May 1. The number in parenthesis indicates the number of men with the same number of points.

When a roster is shown as "Int" Intermediate it means that there are fewer men on the roster than can possibly fill the expected vacancies during the next nine months. Ratings lacking seniority, V.G. conduct, or medically unfit, have been omitted.

CPD	PO	LS
2070	399	101
Ch Smkr	Smkr	
798		
CPD Wtr	PO Wtr	L Wtr
1799	188	180
CPD SA	PO SA	LSA
1769	327	130
CPD CKIS	PO CKIS	L CKIS
1690	1392	387
CPD Sid	PO Sid	L Sid
2010	962	101
CPD CKIO	PO CKIO	L CKIO
2227	1000	180
MAA	RPIJ	
1631	766	
CERA/		
Ch Mrrb	Ch MIE	PO MIE
Int	(198)	Int
(L MIE)		
Dry		
Ch Spd		
Dry		
CCEA/		
CCOA and	CC E/	PO C E/
Ch Mech	CO E/	PO D E/
Dry	1768	Dry
LCOM/		
LCOM		
Dry		
CREA/		
Ch E E/		
Mech	Ch R E/	Dry
Dry	1312	FOR E
LCOM		
Dry		
CPD MA	PO MA	LSMA
509	405	280
CCY	CV	1,100 (1)
1552	469	403
CRS	RS	1,100 (1)
1734	Int	383
CHS(W)	RS(W)	1,100 (1)
Dry	Dry	Dry
CAAIAB	CAAIAB	Dry
Dry	Dry	Dry
CAMIO	CAAIAB	Dry
Dry	Dry	Dry
Ch E Mech	Ch R E Mech	Dry
(A/E)	(A/E)	Dry
Dry	Dry	Dry
CAIAE	FOAIAE	Dry
2351	900	LAM (1)
CAIO	FOAIO	457
2333	480	1,100 (1)
CAIAD	FOAID	Dry
2029	766	LAISE
CAISE	FOAISE	Int
968	994 (1)	1,100 (1)
CAIPhot	FOAIPhot	1,100 (1)
1762	1001	1,100 (1)
CAIMel	FOAIMel	1,100 (1)
1266	512	1,100 (1)
Ch EIAH	FOEIAH	1,100 (1)
2062	119	1,100 (1)
Ch EIAH	FOEIAH	1,100 (1)
2089	178	Dry

Exchanges of ships

The following ratings are anxious to exchange ships. Anyone interested should write in the application direct, in accordance with Defence Council Instruction 1151/65, requests to transfer must be submitted to the respective commanding officers in the normal Service manner.

LS J. Tubb (OAH), P.2 Med, H.M.S. Excellent, on draft to H.M.S. Diamond at Chatham for General Service Commission on July 18. Will exchange with similar rating on draft to H.M.S. Delectable or any Devonport based ship going on a similar commission.

Shal D. McFarlane, H.M.S. Verne, will exchange with similar rating in the Plymouth area.

REM H. R. C. Newman, H.M.S. Londonderry, being drafted to Vernon July 24 (over six months) will exchange with REM having Local Forces Singapore draft, preferably at W/T rating. All J. Richards, 55 Mer, R.N. Flks, Devonport, on over six months draft to H.M.S. Tiger at Devonport, will exchange for a similar rating accompanied draft anywhere abroad. Non Smk QR II.

PO Wtr P. D. Vignar-Evans, H.M.S. Malden, detailed fastlane base July 1, will exchange with PO Wtr in or near Portsmouth.

PO O EIAH R. Jamer, 3 Mesa H.M.S. Collingwood, detailed H.M.S. Diana, O.K. base Devonport, on General Service Commission, will exchange with PO E/ in Portsmouth based ship on G.S.C.

MIM H. D. J. Edwards, H.M.S. Orpely, Portland, will exchange with similar rating in any establishment in the Portsmouth area.

CEN J. S. Hann, 6 Mesa, H.M.S. Belknap, on draft to Fort (L.F.S.) on September 28, will exchange with similar rating.

JRA H. McHennell, 12 Marles Clinic, Rovers, Gosport, serving in H.M.S. Juno, Woolston, Southampton, will exchange with equivalent rate in any rating.

LRUIT P. Nair, H.M.S. Sea Eagle, detailed Rooke, September 9, will exchange for any ship General Service Commission (Foreign).

L Wtr T. H. Clinton, H.M.S. Sea Eagle, passed Nov, but JG Wtr would like to exchange for Portsmouth area or Chatham.

PO R EIAH F. Christman, H.M.S. Belknap, until early August, on draft to R.N.A.S. Verdon, mid-September for over six months, will exchange for draft to R.N.A.S. Childress.

Wtr G. Bullen, OAH of F.O.S.T., Portland, willing to exchange for draft to Harwich, Chatham, Portsmouth, Yeovil or London area.

CPD	PO	LS
2070	399	101
Ch Smkr	Smkr	
798		
CPD Wtr	PO Wtr	L Wtr
1799	188	180
CPD SA	PO SA	LSA
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2010	962	101
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2227	1000	180
MAA	RPIJ	
1631	766	
CERA/		
Ch Mrrb	Ch MIE	PO MIE
Int	(198)	Int
(L MIE)		
Dry		
Ch Spd		
Dry		
CCEA/		
CCOA and	CC E/	PO C E/
Ch Mech	CO E/	PO D E/
Dry	1768	Dry
LCOM/		
LCOM		
Dry		
CREA/		
Ch E E/		
Mech	Ch R E/	Dry
Dry	1312	FOR E
LCOM		
Dry		
CPD MA	PO MA	LSMA
509	405	280
CCY	CV	1,100 (1)
1552	469	403
CRS	RS	1,100 (1)
1734	Int	383
CHS(W)	RS(W)	1,100 (1)
Dry	Dry	Dry
CAAIAB	CAAIAB	Dry
Dry	Dry	Dry
CAMIO	CAAIAB	Dry
Dry	Dry	Dry
Ch E Mech	Ch R E Mech	Dry
(A/E)	(A/E)	Dry
Dry	Dry	Dry
CAIAE	FOAIAE	Dry
2351	900	LAM (1)
CAIO	FOAIO	457
2333	480	1,100 (1)
CAIAD	FOAID	Dry
2029	766	LAISE
CAISE	FOAISE	Int
968	994 (1)	1,100 (1)
CAIPhot	FOAIPhot	1,100 (1)
1762	1001	1,100 (1)
CAIMel	FOAIMel	1,100 (1)
1266	512	1,100 (1)
Ch EIAH	FOEIAH	1,100 (1)
2062	119	1,100 (1)
Ch EIAH	FOEIAH	1,100 (1)
2089	178	Dry

Ships postcard changes

Because of increased costs and postage, it has become necessary to amend the "Navy News" Ships Photo Postcard offer.

Commencing with the July issue, the coupon will be discontinued, and all postcards, including the current Ship of the Month, will be obtainable for 6d. post free.

Readers may send a sixpenny stamp or postal order for each card, or a 6s. postal order or cheque to cover a year's supply of Ship of the Month cards, on publication.

For services in Malasia

Awards have been announced in recognition of distinguished services in the East and West Malaysian operations during the period June 24 to August 11:

C.B.E. — Capt. Royle, Douglas Macdonald, R.N.

M.B.E. — Lieut.-Cdr. James Joseph Foggon, R.N.

Mention in Despatches — Capt. Roger Halkett Broo Leary, R.M.

GANGES EX

A week-end of work and play was "good" according to 38 JEMs from H.M.S. Ganges and earned the thanks of the community of the village of Leiston, Norfolk.

After a visit to the atomic power station at Sizewell on the Friday the juniors were entertained in the Leiston Youth Club, and the next morning various projects were under taken.

The gardens of elderly folk were dug over, and a "tidy-up" operation was organised for Sizewell Beach.

In Memoriam

Admiral of the Fleet the Earl of Cork and Orrery, April 19.
Ensign, Stanley Crawshaw, H.M.S. Collingwood, April 21.
Gordon Roland Howard, LS, 13/3, 952254, H.M.S. Centaur, April 28.
David Richard Tolman, ERA 1/c, P/NK, 855776 H.M.S. Albion, May 1.
Anilino James Donna, Mnc, RM, 18603, 45 Cdo RM, May 5.
Peter William Bartholomew, A/LAN, 1/063856, 42 Cdo RM, May 10.
James Malcolm Ewart Carle, Art, App, 082195, H.M.S. Caladonia, May 14.
Mtd. Ronald Geoffrey Maxwell, H.M.S. Meion, May 15.



21 - YEAR - OLD AURIGA IN FAR EAST

The "A" class submarine Auriga, named after the constellation Auriga, the Charioteer, was built by Vickers-Armstrong Ltd., Barrow-in-Furness, being completed in January, 1946.

Originally designed for service in the Pacific, some of the

"A" class boats had a 4-in. gun, but none are now so fitted. As designed, they had ten 21-in. torpedo tubes, but when rebuilt and streamlined with an enclosed fin conning tower 26

feet high, the two bow and two stern external tubes were removed.

Of 1,120 tons (standard), 1,385 tons (surface) displacement, the "A"s have a complement of 60 to 68 officers and ratings.

Entirely welded, all have "snort" breathing equipment.

One of the class, the Alfray, was lost in the English Channel on April 17, 1951.

Auriga is now serving with the Seventh Submarine Squadron and is based on the depot ship, H.M.S. Forth, at Singapore. She sailed to the Far East early in 1966, and recent visits include Hong Kong, Bangkok and Penang. Several major Far East exercises have been included in her programme.

She is at present commanded by Lieut.-Cdr. R. M. Venables.

APPOINTMENTS

Commodore D. A. Dunbar-Nasmith, Commodore Amphibious Forces, who is to be promoted to Rear-Admiral on July 7, and appointed Naval Secretary, to take effect in October, is the son of the late Admiral Sir Martin Dunbar-Nasmith, V.C., the famous submariner.

Other promotions and appointments which have recently been announced include:

Rear-Admiral H. H. Hughes, to be Chief Naval Engineer Officer, August 25. He continues to act as Director of Naval Engineering.

Capt. G. J. B. Noel, to be promoted to Rear-Admiral July 7, and appointed Chief Staff Officer (Technical), Home Fleet, and Inspector General Fleet Maintenance.

Capt. R. D. Ball, Droyd in command in charge of Navigation and Direction School, September 15.

Cdr. J. N. Humphrey-Baker, Ships July 31, and in command d.i.b.r.

Cdr. M. C. Henry, Resolution for port crew in command, May 8.

Cdr. R. H. Frewer, Resolution for starboard crew in command, May 8.

Lieut.-Cdr. W. Thornley, Phoebe in command, June 19.

Lieut.-Cdr. M. J. S. Charlton, Dullion in command, April 14.

Lieut.-Cdr. M. H. Everett, Oyst in command, d.i.b.r.

Lieut.-Cdr. G. A. J. Johnston, Fulmar for 801 Squadron in command, May 31.

Lieut.-Cdr. W. McIlrath, Resolution June 2, and in command, d.i.b.r.

Lieut.-Cdr. M. J. Jancz, Palliser in command, April 7.

Lieut.-Cdr. J. F. Hall, Goldcrest for 738 Squadron in command, July 7.

Lieut. P. D. Johnston-Hall, Altair in command, d.i.b.r.

Surg. Capt. S. G. F. Minn, Daedalus as Medical Officer in Charge, Air Medical School, October 11.

Surg. Capt. P. B. H. Weston, Roake, August 1 and as Medical Officer in Charge, R.N. Hospital, Gibraltar, d.i.b.r.

Cdr. G. M. K. Brown, Azimuth in command, April 25.

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NOTTINGHAM	45/6	BRISTOL	21/6
LEICESTER	39/6	SALISBURY	19/6
NORTHAMPTON	31/6	WORCESTER	29/6
LIVERPOOL	22/6	GLOUCESTER	27/6
MANCHESTER	22/6	READING	13/6
NEWCASTLE-UNDER-LYME	42/6	PLYMOUTH	18/6
STAFFORD	39/6	NEWPORT	27/6
WOLVERHAMPTON	34/6	CARDIFF	30/6
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FITTER'S MATE

Anne in a man's world

In the man's world of cars, most wives are content to peep round the garage door and say, "aren't you ever coming for your tea," or drive the family Mini just as long as it will qualify for a M.O.T. certificate.

Tinkering with his car is joy of life to Petty Officer Roderick (Rick) Harris, and when he found himself a new love, Anne, the bride decided to join the hobby as well.

They have been married nine months, and live on the Rowner naval estate at Gosport.

"I love to work on cars," said Anne to "Navy News"—"that is, of course, as much as I am allowed to!"

TEAM WORK

But the two were heavily involved in a top overhaul of the engine, and Anne was obviously familiar with valves, springs, pistons, and carburettors.

Their team work extends be-



Families' Page

yond cars. They belong to H.M.S. Sultan Drama Club (Rick is at present at the establishment), and took prominent parts in the recent production

of "The Admirable Crichton." Rick appeared as Lord Brocklehurst, and Anne as Lady Catherine.

Anne, formerly a secretary, is the daughter of Mr. and Mrs. Copelin, of Saltford, near Bristol, and her husband is the

Anne helps Ricky to adjust the valve clearances

son of Mr. and Mrs. L. Harris, of Birmingham.

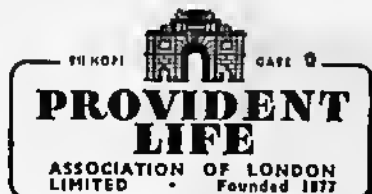
When Rick's course finishes this month, they hope to go abroad.



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N.N.

From Aitutaki to a U.K. naval estate

Naval wives include some from lands far away, but perhaps one who can claim the record for distance is Mrs. Rima Langdon, wife of Leading Seaman Norman Keith Langdon, serving in H.M.S. Truncheon.

Rima was born in the island

of Aitutaki, in the Cook Group, and at the age of 12 was taken to New Zealand, where her husband met her while his ship was visiting Auckland.

After their marriage he did a

commission in Australia (two and a half years), and Rima was able to have a holiday among her folk in New Zealand.

They have three children: Norman (5), Glennys (4), and Wayne (2).

And how is she settling in England? "It's all right, apart from the weather," laughs Rima, who finds life pleasant enough on the naval estate at Rowner.

TO THE 'BEACH'

Her big smile about U.K. was when her husband took her and the family to the "beach" in his native Cornwall.

With memories of her own glistening sands, coral and palm trees, she found herself on a rocky cove—not quite what she had expected!



Mrs. Langdon and two

DREAM OF

Family Days are now part of the routine of the Royal Navy, and undoubtedly do a great deal to help in giving wives an understanding of the loyalties which bind their husbands to the Service.

For the children it means a trip in "daddy's boat" and a whale of a time on board.

One wife, writing of the pleasures and excitements of her family's day afloat, ended

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BEA

FROM OUR POSTBAG

SHARP REPLY TO A WIFE WHO DIDN'T KNOW

Naval wives' organisations in Plymouth have reacted sharply to the letter published in the April issue. Their reply is as follows:

Having read the letter from "Victorious," we are at a loss to understand how she has missed hearing of the naval wives' organisations in Plymouth.

Two of these (both run by unpaid voluntary workers) are the Royal Naval Wives' Association, which has 10 local branches and also two creches for children under five, and the Naval Wives' Information Service, whose office is in the Naval Barracks, H.M.S. Drake, and whose telephone number is in every naval wife's allotment book.

Details of both these organisations are included in a booklet, "A Guide for Naval Families in Plymouth," which is sent to every naval family arriving in the area, and can also be seen in every civilian doctor's surgery.

AN INVITATION

Information about the various R.N.W.A. branches is to be found in N.A.A.F.I. shops, and in the annual Plymouth Social Service Directory. The branches advertise their forth-

coming meetings frequently in the local newspapers, shops and notice-boards. Leaflets giving comprehensive details are widely distributed.

"Victorious" is invited to visit the N.W.I.S. office on any weekday between 10 a.m. and noon, when she will be able to see just how much is being done to help naval families.

Dorothy F. Booth
(Secretary, N.W.I.S.)

Eve Percy
(Hon. Sec., R.N. Wives' Asso.)

'Mary, Mary'

Other letters to the Families Page include the following:

I am disgusted at the letter from "Mary, Mary" in the April issue.

I have been happily married for 10 years now to a non-Wren wife, who has not complained and has accepted my every draft without question.

As to Wrens, well all I can say is that with few exceptions they like to drink at the expense of others, and as wives expect to remain childless and carry on as if they were still in the Service, instead of getting on with the job of being a woman.

D. Tuck

P.S. My wife looks forward to each edition of "Navy News."

Sailors' Rest changes

Reorganisation at the Royal Sailors' Rest, Edinburgh Road, Portsmouth, has resulted in a more personal service to the sailor and his family, and to Wrens.

The Rest is open mainly to naval personnel and families, and a continuous snack service (self-service) is available from 7 a.m. to 11.30 p.m. every day.

Cabins and bed-sitting-rooms, with central heating, are available.

The frigate H.M.S. Zest, patrolling in the Bahamas, was alerted in case of trouble during an election in St. Vincent.

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DIVERS COMMENDED



Simon Barnett (left) and James Bauld

LA Simon Barnett, of Helston, and NA James Bauld, of Edinburgh, serving in H.M.S. Hermes as aircraft divers, have recently been commended by the Flag Officer Aircraft Carriers for skill and initiative in rescu-

ing survivors from aircraft which had crashed in the sea.

LA Barnett took part in two rescues within 10 days. In the first he attempted to rescue an unconscious survivor from an inverted aircraft, until forced to abandon the attempt owing to the exhaustion of his air supply.

In the second incident he rescued one semi-conscious survivor who was floating, helpless, on the surface face down, then found, freed and rescued a second survivor floating on his parachute harness 20 feet below the surface.

NA Bauld was the search and rescue diver in a Wessex helicopter when it had to "ditch." Despite the shock and having to get rid of his diving set, he went immediately to the assistance of a survivor from another aircraft who was in difficulties.

Gunnery not equalled?

In the year 1906 the cruiser H.M.S. Argyle carried out an individual full-calibre gun-layer's shoot. One turret obtained 100 per cent. possible. It was reported in the Press of the day that this was the first time in the history of naval gunnery that this result had been achieved.

However, it was equalled by H.M.S. Anthony (Third Destroyer Flotilla, Mediterranean Fleet) on February 6, 1935. The occasion was competitive single-gun full calibre firing.

As gunlayer of "B" gun 1 achieved a 100 per cent. shoot, and still have the photographic record of the fall of shot and the printed results.

Our gunnery officer was Lieut. McKillop, now Captain (ret.). Does anybody know if this record has been equalled?

Leslie T. Dennis,
Bath, Somerset.

A FAMILY'S THANKS

Might I be allowed to express our thanks to Capt. R. E. Roe and the crew of H.M.S. Glamorgan for the efforts they made to make the recent "family day" on board such a memorable and outstanding success.
R. C. Hallybone
(for my entire family).
Newport, Mon.

After 50 years

My old boatmate, George Plowman, DSM, of Wellingborough, and I, have just found each other after over 50 years. We were at the Dardanelles in Submarine E11 with Capt. Nasmith, V.C., and hope to attend the presentation to Fort Blockhouse Submarine Museum of our old E11 bell.

W. H. H. Wheeler.
Southampton.

Paddy Boyle

Reading of the death of Admiral of the Fleet the Earl of Cork and Orrery recalls February, 1927, when he took the First Cruiser Squadron (minus H.M.S. Dauntless) from Malta to Hong Kong at 25 knots, doing the trip in 19 days.

The ship's company were kitted out with khaki, and took on board field guns and field kitchens for use ashore. We were dispatched to help in dealing with the trouble out there.

Paddy Boyle was one of the best and most efficient officers ever to have served in the Royal Navy.

A. C. Adams.
Truro, Cornwall.

A Welsh mix-up righted

In your article on H.M.S. Manxman (April issue) you refer to a sister ship Welshpool. Surely you mean Welshman?

I am an old Welshman, and the ship went disguised as a French cruiser and made several runs through to Malta with supplies. I know because I served in both Welshman and Manxman.

I commissioned Welshman on the Tyne and left her, regrettably, when she was sunk in the Med, losing a lot of fine men.

In those days I was a leading seaman QR11 and captain of B gun. I wonder if any of the old crowd are still around.

Under the command of Capt. Friedberg, H.M.S. Welshman was a hard-worked ship, but efficient and happy.

I enjoy my "Navy News." It makes one feel as if they had never left the Navy.

F. Carnall.
Lieutenant R.N.R. (Ret.)
Sherwood, Notts.

Sorry—we have swallowed a leek in repentance.

Afridi contacts

I feel I must write a "thank you" for printing my request re survivors of Afridi. Up to now I have received six letters. The "Navy News" is certainly the paper for contacting former shipmates.

I gave my last copy to my works manager (we were both in H.M.S. Birmingham in 1943 when we were torpedoed, and it had taken me 14 years to find out). He is the only survivor from the Birmingham that I have met.

Dennis C. W. Hulchiaz.
Hull.

Breakdowns—order of day


H.M.S. Rapid commissioned at Rosyth on May 9, under the command of Lieut.-Cdr. R. W. Moland, as a day running training frigate.

Her prime function is to train engine-room artificer apprentices from H.M.S. Caledonia in harbour and at sea, and this means setting the artificers faced problems which they will have to solve.

Summer is




...is a bright new  a new camera...is gay

shirts ...brief shorts 

...is a bright new  bicycle

...days on the beach  ...is a

portable radio  ...picnics 

and dozey days 

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Bar vessels

LS Dixon and AB Cooper were quite right—it was very interesting to read of the "Bar" vessels (May issue).

I took passage for some months in H.M.S. Barstoke from Capetown to Addu Atoll, where we were engaged on an anchorage for the Fleet as Ceylon was becoming suspect through air raids.

I well remember coaling ship, and plenty of water in the wheelhouse at sea. I believe I was the only R.N. on the lower deck, the remainder being extrawomen and fine seamen too. How they worked on that boom—and how they drank!

I wonder if any still read "Navy News." Pusser was a bit alien to them I'm afraid.

Gus Morris.
CPO (SCC).
Ruislip, Middlesex.

Remembrance

A memorial to commemorate men of the Royal Navy who lost their lives in the Mediterranean during the war, and in particular the men of the Malta Port Division, was unveiled in the Chapel of St. Anne in H.M.S. St. Angelo, on May 31, by His Excellency Sir Maurice Dorman, Governor General of Malta.

RESCUER

While sitting in his car near the harbour in Broughty Ferry, Ch. Air Mech J. C. Williams saw that something in the water was causing onlookers a lot of excitement. Looking closer he realised that there was a body two or three feet under the surface. Without hesitating he dived in and brought a 10-year-old girl to land. The child was in a very poor state, and it took five minutes of artificial respiration before she responded. For his prompt and successful action CAM Williams was recently presented with a Royal Humane Society Commendation.



Ch. Air Mech J. C. Williams



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SUBMARINERS' CORNER

Farewell—Ambrose pays off

On March 15, 1955, the Sixth Submarine Squadron was formed in Halifax, Nova Scotia, under the command of Cdr. J. Fox, R.N.

This era ended on May 3 as H.M.S. Acheron slipped from the jetty in Halifax, and headed for the Atlantic to return to the United Kingdom, prior to re-fitting.

During the previous 12 years, the Royal Navy had provided submarines to exercise with units of the Canadian Navy and Maritime Air Forces on the Atlantic coast.

In January, 1966, the first of the Canadian Oberon class submarines, H.M.C.S. Ojibwa, arrived in Halifax, and on April 22, 1966, the First Canadian Submarine Squadron was formed. This squadron will finally total three "O" class submarines. Acheron's departure marked the end of the phasing out of the Royal Navy.

During this 12 years, Halifax has seen 10 "A" boats come and go. In this time, the submarines have between them steamed well over half a million miles.

They have visited many ports



H.M.S. Acheron leaving Halifax, Nova Scotia, for the last time, on the closure of H.M.S. Ambrose

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in the Caribbean, and H.M.S. Acheron even managed to get to Rio for Carnival in 1966. In Halifax the submariners became well known, many of them marrying local girls.

On the sporting scene, while not taking part in baseball or Canadian football, they fielded teams in the Nova Scotia soccer and rugby championships, winning both several times.

Ice hockey was also a popular winter game, although the enthusiasm of the team—the Ambrose Academicals—was greater than their skill. Their Wren typist, being a Canadian, was their best player.

RUGGER WIN

The Squadron completed their sporting activities by winning the Nova Scotia seven-a-side rugger competition with one of the three teams that they entered.

On May 2, 1967, the Commander Maritime Command and his officers gave a lunch for those members of the Royal Navy still in Halifax. At the end of the lunch an oil painting was presented to Flag Officer Submarines to mark the 12 years' service that the submarines had provided.

The painting, depicting two of the "A" class submarines at their jetty, is by a well-known Nova Scotian artist, Cdr. A. C. Law, R.C.N. (ret.). It will be transported by H.M.C.S. Chaudiere to England, where it will be hung in Fort Blockhouse.

RECORD FOR 'A' CLASS

When H.M.S. Acheron returned to Portsmouth on May 12, her commanding officer, Lieut. Cdr. D. Elliot, said the submarine had set up a mileage record for an "A" class boat—66,718 miles during her 26-month commission in Canadian waters.

During the commission, the submarine's crew of 70 officers and men either had their wives with them or married Canadian girls, and 20 children were born.

Dramatic picture as Valiant surfaced in the North-Western approaches after her history-making 25,000-mile submerged passage to the Far East and back

C-in-C's flag in Manchester

For the first time, it is believed, the flag of a commander-in-chief has been flown in a ship in Manchester.

The occasion was when Vice-Admiral Sir Fitzroy Talbot, Commander-in-Chief, Plymouth, went on board the submarine H.M.S. Opportune on May 8.

Opportune, commanded by Lieut. Cdr. C. E. T. Baker, was on a courtesy visit to the city.

Admiral McGeoch to make arrangements with the Admiral Submarines, French Navy, for an Anglo-French naval exercise.

Second Canadian s/m to commission

The second of the three Oberon class submarines being built in Britain for the Royal Canadian Navy will be commissioned H.M.C.S. Onondaga on June 22 in H.M. Dockyard, Chatham.

Vice-Admiral R. L. Hennessy, Comptroller General for the Canadian Armed Forces, will be the guest of honour.

The third, to be named Okanagan, will be commissioned in 1968.

Admiral aboard Opossum

H.M.S. Opossum took the Flag Officer Submarines, Rear-Admiral I. L. M. McGeoch, to Lorient in the Bay of Biscay on May 16.

Lorient, south-east of Ushant, is the French submarine base for the Atlantic.

The visit was to enable

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To work in a bikini

Believe it or not, the girl pictured below is actually working! The Far East Fleet P.R. staff wanted a bikini girl for some publicity work, and decided they need look no further than their P.A., 19-year-old Jennifer Hackett.

Jennifer is the daughter of

Lieut.-Cdr. D. Hackett, who is on the staff of the Commander, Far East Fleet.



Jennifer Hackett enjoying Singapore sunshine

ADMIRAL BEGG'S VISIT

Admiral Sir Varyl Begg, First Sea Lord, flew to Turkey in an aircraft of R.A.F. Transport Command on May 22, his visit being at the invitation of Admiral Nedeei Uran, Commander-in-Chief of the Turkish Navy, who himself visited the U.K. as a guest of the Royal

Navy in November, 1966. While in Ankara, Admiral Begg paid courtesy calls on the Turkish Minister of National Defence and on Service chiefs, discussing defence matters of common interest. He saw naval bases and establishments before returning to U.K. on May 27.

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INTERVIEWS arranged with a member of our Staff in Plymouth, Portsmouth, London, Birmingham and Manchester.

She is engaged to an ex-R.N. officer, Mr. James Barker, who served in submarines.

Jennifer's sister, Christine (22), is a Wren in Gibraltar.

Jenny's years of loyal service

A pass which says that "Jenny side party sampan" is authorised to come alongside for the purpose of cleaning, painting, and collecting refuse, is well known to naval ships visiting Hong Kong.

Jenny's side party is a team of girls admired for their excellent seamanship and capacity for such unenviable chores as painting ship.

They have given many years of loyal service to the Royal Navy.

Biggest since Noah was C.D.S.

There is a legend that Noah built his Ark where now stands Ma'alla, a district of Aden about four miles from the harbour at Steamer Point.

The legend was given some substance on April 1, when Aden suffered the severest flooding known since records were first kept.

But in the midst of chaos and confusion there was still time for humour. With some, three

NAVY'S OWN FOLK GROUP

"The Dog Watch," the Navy's own Folk Group, who are appearing at the Navy's stand at various exhibitions. A quarter of a million people heard the group on the first two occasions. When serving in H.M.S. Devonshire they appeared on TV and radio in Singapore, Hong Kong, the Philippines, Australia, the Middle East and in Scandinavia. Top to bottom: RO Brian Ford, LEM Bruce Haje, and AB Michael Ballantyne.



The 'News' Diary



HERMES IN GREECE

Naval Air Mechanic Stanley Downton, serving in H.M.S. Hermes, is pictured in front of the Parthenon at the Acropolis, Athens.

The carrier visited Athens from April 12 to 18, and Stanley, like other members of the 2,200-strong ship's company, took the opportunity to go sightseeing.

Continuing the passage to the Far East, Hermes carried out flylag exercises off Aden.

A 'model' naval captain

A model of the aircraft carrier H.M.S. Victorious is now touring the country as a "Meet the Fleet Air Arm Presentation," and "in command" is PO Air Fitter Ron McLachlan. His "ship's company" consists of LA Sewry, LRE(A) Milne, and NA Walmsley.

The 44-ft. model is transported by an articulated vehicle, and when on show a stair and walkway is provided to ensure that the public can see the model aircraft and the flight deck in detail.

PO McLachlan, who lives at Gosport, joined the Fleet Air Arm in 1943. Until recently he served in 845 Squadron in H.M.S. Bulwark in the Far East, and ashore in Borneo and Aden.

fect of water covering the parade ground of the naval base, H.M.S. Sheba was ordered to sail on a local patrol.

The Joint Communications Centre ashore having been put out of action, communications were to be via the B.B.C. and pigeons.

In acknowledging his British, the Captain of Sheba (Cdr. L. (Tod) Sloane) asked to be

excused for any slowness which might be apparent in getting under way.

The Commander-in-Chief, Middle East Command, Admiral Sir Michael Le Fanu, reporting the situation to London, thought the deluge was the biggest since Noah was C.D.S. (Chief Deluge Survivor) and promised further instalments, by dove, if necessary.



PO Ron McLachlan check-lag the security of the aircraft on the flightdeck of his "command"



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CAROL and GARNETTE (miniature roses) from May until October.

During December the Rose season is coming to an end, and whilst orders for Roses will be executed if possible, other flowers may have to be substituted.

The number of blooms per box varies according to current wholesale prices—more blooms per box for the same price during July and August, and a lesser number during December—owing to seasonal scarcity.

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Navy News

EDITOR:
W. WILKINSON
(Royal Naval Barracks, Portsmouth
Tel: Portsmouth 22351 (Ext. 72194)

A show of strength

As a demonstration of sea power, the Royal Navy's dispositions for the Middle East crisis have a comforting look. West of Suez is the carrier H.M.S. Victorious with several frigates and mine-sweepers, and handy to the Red Sea the carrier Hermes, and frigates in the Persian Gulf and on the Beira patrol.

The guided-missile destroyer Kent, frigate Arethusa, and the tanker Olynthus are on their way from Singapore to South Africa and usefully placed. In home waters the commando carrier Albion is available, H.M.S. Eagle is on post-refit trials ready for east of Suez later in the year, and several frigates are alerted.

For the Hong Kong troubles the commando carrier Bulwark was dispatched from the Singapore area.

If Britain is reassured by having powerful carrier units strategically placed and two more "in reserve," the country cannot escape a reminder that they are due to be phased out in the near future.

Thoughts on the future

Since the end of the Second World War there has been a succession of crises which have pointed to the need for keeping a watchful eye on conventional forces. British nationals and British interests are involved in almost every flash-point, and it is impossible to avoid reflection on the situations which could arise when the Navy's non-atomic strength is reduced to the level of present planning.

Undoubtedly the hitting power of the Navy is growing to phenomenal proportions through the expansion of the Polaris submarine fleet. For Britain and the Navy, this comprehensive insurance is splendid—but are we preparing the right tool-kit for running operations?

No one denies the soundness of working through the United Nations and in close consort with our allies. The worry is on the nature and size of Britain's contribution to world peace-keeping, and the assessment of her capability to resist insults and ignomy.



"Sabotage! Somebody filled it up with 'oggies!'"

Vast investment in future of the Service

New Deal for Navy's stone frigates

Whatever the shape and size of Britain's future Navy, comfort ashore and afloat is getting top priority, ensuring living standards to match the career opportunities and type of entrant required for the special skills of modern fighting ships.

The Leander class frigates are an example of the new approach to better conditions on board, but it is among the "stone frigates" that the more obvious revolution is taking place.

At establishments all over the country, demolition squads and builders are working side by side to bring the Navy up to date. Millions are being spent on the replacement of old barracks, and the construction of attractive quarters and expensively-equipped training blocks.

Barracks are becoming more in the nature of Service townships, with "skyscrapers" and planned layout, emphasis being on grassed lawns rather than on bleak asphalt parade grounds.

Dates back

"A new deal for the Navy ashore" is how the latest schemes are described by Mr. Reg. Prentice, M.P., Minister of Public Building and Works.

He freely agrees that much of the sleeping, eating, training, and recreational accommodation at shore establishments still

dates back to the 19th century. It is inconvenient, uncomfortable, and uneconomical to run.

The Ministry's programme for major new construction work includes about 30 naval establishments. Schemes with a total value of £18 million have already begun, and by 1973 the total value of such schemes will be increased by a further £35-40 million.

By the '70s

Mr. Prentice points out that by that time the programme will have just passed the half-way mark. The aim is to complete the programme by the end of the '70s.

Total cost of redevelopment work at Portsmouth Barracks, now under way, is £3½ million, the new Nelson block, finished last summer, having cost £208,000.

Other important schemes in the latest plans are:

H.M.S. Raleigh, Torpoint, Cornwall.—A new entry training establishment, costing £5m., is to start in 1969.

H.M.S. Pembroke, Chatham.—Barracks and supply school, costing £1½m. Modernisation work under way and new construction starts in 1969.

R.N.A.S. Culter, Cornwall.—Redevelopment work costing £3½m. due to start next year.

H.M.S. Drake, Plymouth.—Work costing £2½m. due to start next year.

H.M.S. Cochrane, Rosyth.—Work costing £1½m. has begun.

H.M.S. Mercury, Petersfield.—Signals school costing £1½m. begins next year.

Infantry Training School, Royal Marines, Lympstone, Devon.—Half-way mark of work costing £2½m. already passed.

An example of the nature of the "new deal" for the Navy ashore is at H.M.S. Mercury in Hampshire, where the £1½m. redevelopment programme has been officially "launched" by Sir Michael Cary, Second Per-

manent Under-Secretary, Royal Navy.

He pulled a rope to dislodge part of an old war-time nissen hut wall, and his action signalled the start of demolishing a dozen nissen huts, prior to the work on the new buildings.

Mercury's scheme involves a large new complex of buildings. Care has been taken to ensure that the reconstruction will blend with the general appearance of the surrounding countryside—an important consideration for an establishment occupying such a prominent site in pleasant surroundings near the top of one of the highest points in Hampshire.

Already the establishment covers more than 60 acres. A large part of the site consists of fairly steep hillside, with the most level part for building being a crescent-shaped area where existing buildings are situated.

Development is to be carried out in three phases, with construction work getting under way next year.

In the first phase are five three-storey blocks for 107

junior ratings in each. The tallest building in the phase will be a four-storey block for 200 Wrens. There will also be a two-storey block for 72 petty officers, and another two-storey block for food and other stores.

Big alterations will also be made to the existing Mountbatten block—a four-storey building which provides dining-room and club facilities for junior and senior ratings.

Challenge

The national programme is a challenge to architects and other professional staff of the Ministry. In every case, redevelopment work has to be planned so that establishments continue to function while new construction is under way.

When to the cost of all these schemes is added that for married quarters, the Fastlane submarine base, and naval dockyard modernisation, the money involved represents a vast investment in the future of the Service.

MONUMENTS FOR A THOUSAND YEARS

From graves marked with rough wooden crosses to "... the first finished cemetery, and it is the most perfect, the noblest, the most classically beautiful memorial that any loving heart or any proud nation could desire to their heroes fallen in a foreign land" is a far cry, and yet it aptly describes the work of the Commonwealth War Graves Commission.

In September, 1914, Fabian Ware took over the command of a miscellaneous collection of private cars and drivers that made up the Red Cross "flying unit."

Its job was to search out and care for the wounded, but the members of the unit began, also, to collect evidence about the British dead, noting down who they were and where buried.

It was from these small beginnings that the Imperial War Graves Commission came into being on May 21, 1917, and Philip Longworth in his book "The Unending Vigil—a His-

tory of the Commonwealth War Graves Commission, 1917-1967" (Constable, London, 42/-) shows how the labours of dedicated men fulfilled the purpose of the Commission.

Excellent written, with 80 or so photographs, the book shows how the work of architects, sculptors, engineers, horticulturists and men of letters combined to design war cemeteries and monuments that would last for perhaps a thousand years, and turned scenes of desolation and horror into places of peace and beauty.

Artificer centenary dinner planned

In the spring of 1968, the Artificer branch of the Royal Navy will celebrate 100 years of existence.

Artificers were introduced into the Navy in 1868 to assist the engineers who until that date, had been entirely responsible for the running and maintenance of machinery at sea, along the same lines as the Merchant Navy.

Although originally intended only to assist with repairs and maintenance of machinery, they quickly proved their versatility, and after a few years began to take charge of machinery on watch.

Today many of them have sole charge of horse power of a magnitude undreamed of by the most senior engineers of 100 years ago.

The Royal Naval Engineers' Benevolent Society, which was founded in 1872 for the benefit of artificers and (later) officers promoted therefrom, is to celebrate the centenary by, among other things, having a dinner in London at which it is expected that several admirals and ex-Ministers of State, all of whom are ex-artificers, will be present.

INVITATION

Artificers and ex-artificers, serving or retired, are invited to attend, whether or not they are members of the R.N.E.B.S.

The price of tickets and the venue will to some extent be dependent upon the numbers wishing to attend. In order that some idea of the number to be catered for may be obtained, all who would like to be present should write to the General Secretary of the R.N.E.B.S., Mr. R. H. Crik, 26 Locarno Avenue, Gillingham, Kent.

This will not bind the writer to eventually purchase a ticket, but should it eventually be necessary to limit the number who can attend, those who have written first will have priority for tickets.

1966 BOYD WINNERS

For outstanding performance during the Beira patrols, the Boyd Trophy for 1966 has been awarded to 849C Flight, H.M.S. Ark Royal.

As an example of the consistently high standard of performance, in two periods of 10 and 18 days a total of 562 hours were flown, averaging over 100 hours flying for each pilot and crew.

This was all the more praiseworthy in that the ship was at reduced maximum speed due to engine defect.

The Flight, which is commanded by Lieut-Cdr. J. M. Barbour, bore the brunt of the patrols, and was largely responsible for the carrier successfully meeting her task, often in adverse weather conditions.

The very high rate of flying intensity would not have been possible without the effort and teamwork of the maintenance personnel in keeping the aircraft serviceable.

Malta soldiers go to sea

A number of officers and other ranks of the King's Own Malta Regiment went to sea recently for a NATO exercise. They were accommodated in the minesweepers of the Mediterranean Squadron, Walkerton, Ashton, Crofton, Shavington and Leverton.

The guests observed the exercise, seeing how the Navy works, and the trip ended with a visit to Venice.

H.M. Ships Lowestoft and Rhyll also participated, but their part of the exercise finished at Corfu.

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FORTH AREA'S NEW NAVAL SHORE BASE

Cochrane foundation stone ceremony

The foundation stone of the new £1,500,000 H.M.S. Cochrane was laid on May 1 by the Flag Officer, Scotland and Northern Ireland, Vice-Admiral J. O. C. Hayes.

The new stone frigate will be the Forth Area Accommodation Base, taking both task and name over from the accommodation ships Duncansby Head, Girdleness and Chevron, which at present collectively form H.M.S. Cochrane.

The numbers of 820 junior rates, 190 senior rates, and 48 officers to be accommodated in the new base show little change from those now living afloat, but the standard of accommodation and amenities will be incomparably better.

A very large amount of work-study was done in the planning stage, and this should ensure that the new H.M.S. Cochrane can perform its tasks smoothly and efficiently from the moment of commissioning.

MANY FUNCTIONS

In addition to providing accommodation for ships refitting, the Rosyth Base Support Group, the R.N. Headquarters Unit for M.H.Q. Piraeus, and various small groups working at outstations, the new base will house the Base Supply Organisation, with offices in the Administration Block; the Central Sick Quarters for the area and Command Dental Centre, with a separate block which comes close to being a small hospital; the Command Education Centre with a block containing classrooms and an assembly hall; the Fleet Mail Office and club facilities for families in the Rosyth married quarters, and for all personnel in the Port area.

PATIENT WAITING

The commanding officer of H.M.S. Cochrane, Capt. J. Perks, speaking at the foundation-stone ceremony, said that for over 50 years sailors serving at Rosyth had had to live in huts and links. Now, after

years of patient waiting, the provision of the comfort they deserved was at last in sight.

Vice-Admiral Hayes spoke of the enormous amount of work put in by Capt. Perks on the plans and proposals for the new base, during his five years as captain of H.M.S. Cochrane.

The laying of the foundation stone was a fitting close to a long and successful naval career.

BOY TO CAPTAIN

Starting as a Boy 2nd Class at the age of 14, he had risen to the rank of captain, and was now about to retire after 40 years' service.

Admiral Hayes stressed Capt. Perks' achievements by reminding those present that in his day, it was much more difficult for a rating to become an officer.

On May 19, the officers and ratings of H.M.S. Cochrane said farewell to Capt. Perks when he handed over command to Capt. P. W. T. Hanmer.



Capt. Perks receiving from the superintending architect (Mr. G. A. Pearce) the trowel and gavel used in the ceremony, for safe keeping for the new H.M.S. Cochrane.



H.M.S. Londonderry

NAVY LARK

When "The Navy Lark" returned to the Light Programme of the B.B.C. for another series based on the log of that indomitable and unlikely ship H.M.S. Troubridge, one of the shows was recorded before a special audience. Fifty members and wives of the company of her "sister" ship, the frigate H.M.S. Troubridge, were the guests of the programme. In the foreground, pictured here, are (left to right) Leslie Phillips, Ronnie Barker, and Jon Pertwee.



Lowestoft goes behind Curtain

The Rotliegendes class anti-submarine frigate H.M.S. Lowestoft, commanded by Cdr. E. M. G. Johnstone, has had quite a run round during her 27-months commission which has just ended.

She recommissioned on February 12, 1965, and the first seven months were spent in the Home Fleet.

Seven months east of Suez followed. With H.M.S. Eagle Lowestoft stood by when the Ailen Constitution was suspended, and she was also present off East Africa, again with Eagle, at the start of the Rhodesian crisis.

The ship returned to the Home Fleet for four months in April, 1966, and left at the end of August to join the Mediterranean Squadron.

In November last year Lowestoft sailed through the Dardanelles and the Bosphorus into the Black Sea for a courtesy visit to Constanta.

This was the first visit by a ship of the Royal Navy to visit Rumania since the war, and provided the majority of the

ship's company with their first glimpse of what life is like behind the Iron Curtain.

Since the beginning of this year the frigate has visited Izmir, Naples, Athens, Corfu and Split.

The trip to Athens was a farewell visit for the retiring Commander-in-Chief, Mediterranean, Admiral Hamilton.

NO MORE CANING

To bring the Navy into line with other Services, caning for juniors has been abolished. A Commons statement said it had been accepted for many years as one form of discipline, and had not been the subject of complaints. Nevertheless the practice had now been reviewed.

Aisne was early

When H.M.S. Aisne arrived at Portsmouth on April 28, after six months in the Far East, there were no families on the jetty to greet her.

The reason was that the families were due to go on board at noon, but the ship berthed at 0730. The "buzz," however, soon got around, and many relatives arrived ahead of schedule.

During her time abroad, H.M.S. Aisne steamed 32,000 miles, visiting Gibraltar, Malta, Aden, Singapore, Manila, Hong Kong, and Iloilo in the Philippines.



Photographed in the Naval Base Sailing Club, Singapore

ROYALTY ABOARD FRIGATE

H.M.S. Londonderry, commanded by Cdr. N. A. B. Anson, returned to Portsmouth on May 5, after nearly a year away in the Middle East and Far East.

The frigate was off Beira last year when the tanker Joanna V tried to run the oil blockade, and she arrived in the Far East as the Indonesian confrontation was ending. This was a welcome change from the previous Far East time, when confrontation patrols were in full swing.

During the time away, the ship's company raised £250 to purchase a guide dog for the blind.

KING HUSSEIN

On the way home there were two highlights. At Aqaba in Jordan, King Hussein and Princess Muna, together with their family, came on board. They stayed to lunch, and afterwards Princess Alia and the two Princes, Abdullah and Faisal, arrived.

The other unusual part of the trip home was an audience with the Pope at the Vatican. The ship spent four days in Civita Vecchia which gave everyone the opportunity to stay a night in Rome.

Rededication ceremony for Tartar

When H.M.S. Tartar recommissioned some three months ago, the frigate was refitting in H.M. Dockyard, Portsmouth, and the normal ceremony was not possible.

It was arranged to hold a rededication service as soon as families could be invited on board, and on April 21 the Rev. K. P. Evans, R.N., Chaplain of the Dockyard, conducted the ceremony.

Commanded by Capt. J. R. C. Johnston, H.M.S. Tartar will spend about three months on trials and working-up, and is expected to leave for the Middle East in the autumn.

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Hampshire men to visit Niagara Falls

The guided-missile destroyer H.M.S. Hampshire left Portsmouth on May 18, wearing the flag of Rear-Admiral M. P. Pollock, Flag Officer, Second-in-Command, Home Fleet, for Canada and Expo '67.

During the Atlantic crossing Hampshire was accompanied by H.M.S. Scarborough and H.M.S. Torquay of the Dartmouth Training Squadron, and R.F.A. Tidepool, the replenishment tanker.

In company with H.M.S. Euryalus, lately of N.A.T.O. Matchmaker Squadron, and R.F.A. Tidepool, Hampshire

arrived at Montreal on May 28. The ships of the Dartmouth Squadron were detached after the Atlantic crossing to St. John's, Newfoundland.

On June 3 the destroyer is to pass through the seaway locks to Lake Ontario, and on June 5 the ship's company will visit Niagara Falls.

In company with Scarborough and Torquay, Hampshire will take part in the International

Naval Parade and in the Naval Review off Halifax, N.S., on June 23.

Hampshire is due to return to Portsmouth on July 5.

LERWICK REUNION

The coastal minesweeper H.M.S. Wasperton represented the Royal Navy at the 25th anniversary reunion of Royal Norwegian Navy veterans at the former MTB base at Lerwick, on May 15.

Four British warships visited Amsterdam from May 18 to 23—the destroyers Glamorgan and Delight, frigate Zulu, and submarine Teken.

H.M. submarine Aeneas and the Fleet Tanker Wave Baron called at Haifa, as guests of the Israeli Navy, on May 19.

No one was hurt when gunmen fired bursts from automatic weapons at H.M.S. Brighton and the minesweeper Puncheston anchored off Mukalla, 350 miles east of Aden.

The men of H.M.S. Hampshire raised £250 for the British Empire Cancer Campaign.

SURVEY SQUADRON

The Inshore Survey Squadron, consisting of H.M.S. Enterprise, H.M.S. Egeria and H.M.S. Echo, were arriving and departing from Chatham at intervals during May.

During the Medway Towns Dutch Week, from June 10 to 17, visits to Medway Towns will be paid by H.M.S. Carysfort and H.M.S. ships Holland and Fret.

On completion of short maintenance period, H.M.S. Eskimo sailed from Chatham for Portsmouth on May 16. She left for the Middle East on May 22.

Following service in the Far East, H.M.S. Londonderry returned to Portsmouth on May 5.

NAVY SALUTES SIR FRANCIS

The Royal Navy were well represented at Plymouth's rousing welcome to Sir Francis Chichester on the completion of his trip.

Navy men everywhere, and in particular navigators, fully appreciate the magnitude of his round-the-world voyage—a 20th century epic of skill and courage.

TROPHIES FOR RHYL



CEA Kiek

The Bombardment Trophy and the A.A. Trophy, awarded for the best results in bombardment and anti-aircraft firing practices in the Mediterranean, have been won by H.M.S. Rhyll.

The trophies were presented to Capt. D. W. Napper, commanding officer of H.M.S. Rhyll, by Cdre D. B. N. Mellis, Chief of Staff to the Commander-in-Chief, Mediterranean.



CPO McSweeney

The Bombardment Trophy is a large silver cup, and the A.A. Trophy, another fine piece of silver, depicts a man firing an arrow into the air.

The Bombardment trophy was received by CPO McSweeney (chief boatswain's mate and fire controlman first class), and the A.A. trophy by CPO Kiek (in charge of the ratings who maintain the electronic gunnery equipment).

NEWS FROM THE SHIPS



As H.M.S. Hermes steamed through the submerged extinct volcanic crater of Santorin (Southern Aegean) after her visit to Athens, an advertising sign on the foot of the cliff read "Hermes en Greece." The cliff-hanging town above is Thira.

PROTECTOR BACK FROM THE ICE

After six months in the Antarctic the Royal Navy's ice patrol ship H.M.S. Protector, commanded by Capt. S. R. Sandford, returned to Portsmouth on May 9.

Protector sailed from Portsmouth last October, and took part in patrols and scientific work.

As all the world knows Protector rendezvoused with Sir Francis Chichester in Gypsy Moth IV at the end of March, as that intrepid sailor rounded

Cape Horn. No one on board the warship would have traded places with Sir Francis.

On her way home Protector sailed up the west coast of South America, calling at ports in Chile and Peru and, after steaming through the Panama Canal, at Harbados.

The ship is to be refitted in Portsmouth dockyard, and will sail in September for yet another season in Antarctica.

ASHANTI'S 70 DAYS AT SEA

During three Belra patrols at the end of last year, H.M.S. Ashanti found no excitement in the way of hoarding tankers, or battling with mountainous seas, but she steamed 20,000 miles and spent 70 days at sea out of 90.

Several weeks were spent at Aden, and during the "strike week-end," February 10 to 14, 151 members of the ship's company were ashore with the Army, helping with internal security.

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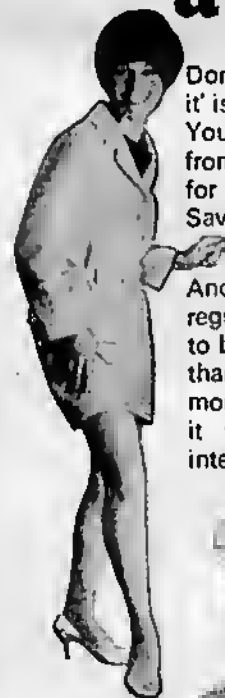
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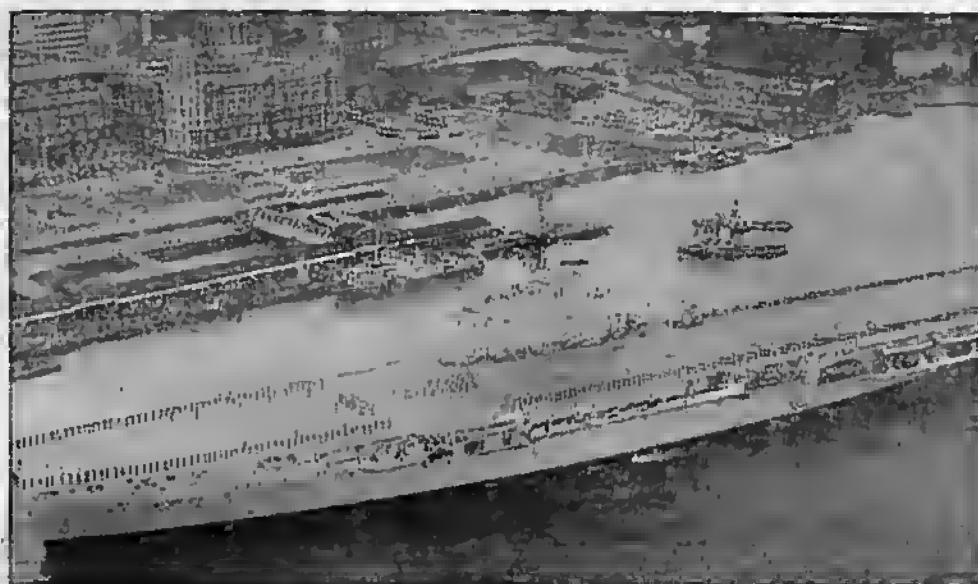
GLAMORGAN'S BIG WELCOME

H.M.S. Glamorgan's first visit to the county of Glamorgan will be one which the ship's company will remember for many a long day.

The mutual interest between the two, which has been growing since the ship was launched in 1962, culminated in five days of entertainment offered enthusiastically by both the county and the City of Cardiff where the ship was berthed.

The Cardiff branch of the Royal Naval Association organised a naval ball, and almost all the available ship's company were present.

More formally, the chairman of the County Council, Alderman Theophilus Griffiths, invited about 160 of the ship's company to a civic dinner at the County Hall, where the traditional Welsh hospitality was rounded off by a concert given by the Llantrisant Male Voice Choir. The choir was so popular that it was invited on board on another night to give another concert.



ALBION AT LIVERPOOL

The commando ship H.M.S. Albion visited Liverpool from May 5 to 8 to take part in the Battle of the Atlantic commemoration ceremonies in the city on May 7.

The Commander-in-Chief, Plymouth (Vice-Admiral Sir Fitzroy Talbot) was embarked in the ship for the visit.

GORDON BOYS' SCHOOL

Admiral Sir Varyl Begg, the First Sea Lord, will be the inspecting officer at the prize-giving and annual inspection of the Gordon Boys' School on July 22. Mr. Stainforth, late Master of Wellington College, will present the prizes.

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1962 Rover 3-litre, power steering, exceptional condition	£595
1965 Austin Estate, apple green, one owner, 20,000 miles, very good car	£585
1966 Cortina 2-door de luxe, seafoam blue with blue interior, wing mirrors	£525
1966 Anglia de luxe, white, wing mirrors, seat belts	£465
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FLOCKING TO H.M.S. PHOEBE

Schoolboys see how Navy ticks

Thousands of people visited H.M.S. Phoebe, now on a round Britain "Meet the Navy" cruise, last month, and many thousands more will be able to visit the ship this month.

The aim of the visit is to show the general public what life is like in the modern Navy, and parties of schoolboys, Sea Cadets, and naval elements of Combined Cadet Forces, will be taken to sea for demonstration of the ship's capabilities.

At week-ends the ship will normally be in harbour, and will be open to the public on Saturday and Sunday afternoons.

The ship's itinerary is: June 3, Douglas, I.O.M.; June 4 and 5, Liverpool; June 7, Llandudno; June 8 and 9, Swansea; June 10 and 11, Cardiff; June 12, Seilfies; June 13-15, Falmouth; June 16 and 17, Bournemouth; June 18-20, Southampton; June 21 and 22, Guernsey, Portsmouth, Guernsey, arriving at Chatham June 23.

Call to old Dampiers

The survey ship H.M.S. Dampier will end her current commission at the end of this year, and is to be scrapped at the beginning of 1968.

To mark the end of her service a commemorative edition of the "H.M.S. Dampier Magazine" is to be published in November of this year.

Anyone who has served in the ship and would like to order a copy should do so as soon as possible from the Welfare Secretary, H.M.S. Dampier, B.F.P.D. (Ships). Approximate cost—5s.

GRENVILLE FOR 'STAND-BY'

H.M.S. Grenville completed a routine refit in Portsmouth Dockyard and, after six weeks of trials, goes into reserve to form part of the Stand-by Squadron (Reserve Ships).

HOLBROOK BOYS' DAY AT SEA

When H.M.S. Phoebe visited Shotley during her current "Meet the Navy" cruise, 28 boys and two members of the staff of the Royal Hospital School, Holbrook, enjoyed a day at sea in the frigate.

During the visit the party watched many manoeuvres, including the landing on of the ship's helicopter and, following the explosion of anti-submarine missiles, saw one of the ship's boats retrieving fish, which were to be enjoyed later by the ship's company.

A visitor to the ship was the bursar of the school, Mr. C. G. Hawkins. He was an officer in

TO BE WED

Photographed in Johore Bahru, Malaya, a few days before flying home from Singapore to be married, 20-year-old Wren Barbara Gardner, whose parents live at Rookery, Inham Lane, Nuthorne, near Chichester.

Her fiancé is Leading Seaman Michael Glew, of Derby, serving in H.M.S. Vernon at Portsmouth.

Barbara, who has been in the W.R.N.S. for two and a half years, intends to continue in the Service after getting married.



D-DAY CATHEDRAL

Portsmouth Cathedral, from near the site of which the invasion of Europe was planned and launched, is to be completed as a memorial to that operation of June 1944 and those who took part in it.

The organisers of the appeal for the building wish to thank the following for their support:

Argyll and Suir Highlanders
Army Catering Corps Association
Black Watch Regiment
Beds and Herts Regiment
H.M.S. Collingwood, Ward Room, Ship's Welfare Committee
Commando Association
D-Day (Normandy) Society
Devonshire and Dorset Regiment
H.M.S. Dryad, Chapel Fund
East Yorks Regimental Association
Essex Regiment (The Royal Anglian Regiment)
Parachute Regiment, Meida Barracks, Aldershot
Gordon Highlanders
1st Green Jackets 32nd and 52nd
Inns of Court and City Yeomanry
King's Own Scottish Borderers
King's Royal Rifle Corps
Middlesex Regiment
Old Contemptibles Association, Lincoln
Old Contemptibles Association, Portsmouth
H.M.S. Penelope
Q.A.R.A.N.C., H.Q. Mess
Royal Army Medical Corps
Royal Scots Greys
Royal Warwicks Regimental Association
Returned Soldiers, Sailors and Airmen's Imperial League of Australia
R.A.O.C. Secretariat, Central Officers' Mess, Sergeants' Mess and P.R.I. Fund
13/18th Royal Hussars (Q.M.O.) B.F.P.O. 16
Royal Lincolnshire Regiment
Royal Norfolk Regiment
Returned Services Association, New Zealand
R.A.F. Thorney Island, Emsworth
R.N. Association, Portsmouth
St. Luke's Church, R.N. Hospital, Haslar
South Wales Borderers, R.H.Q.
South Wales Borderers, B.F.P.O. 15, Berlin
Suffolk Regiment
Third Division Officers' Association
W.R.A.C., Corps H.Q., Duke of York's H.Q. (Officers' Mess)
W.R.A.C. Association

Donations from units or from individuals will be gratefully acknowledged and further information can be obtained from:

**The Organiser, D-Day Cathedral Appeal,
Cathedral House, Old Portsmouth.**

Real hosts over the ocean

It was a party with a difference, for although it was held in Enfield, the real hosts were thousands of miles away.

Shipmate P. L. ("Tich") Maguire, chairman of the Enfield branch, was asked by two very old friends in Canada, Lieut. Cdr. J. Jefferies and Messmate Ted McAvoy, a past president of the Canadian Royal Naval Association, what the cost would be to entertain, and "stuff with big eats" 100 children from Dr. Barnardo's Home.

"Tich" gave the answer and the two old friends started a fund among the 15 units of the Ontario Sea Cadets and Navy League Boys.

This fund became known as "A dime a head for the Enfield spread," and in less than three months the figure was reached and a cheque was sent to Shipmate Maguire.

The Enfield shipmates all pulled their weight, and with the assistance of the local vicar, the ladies (who put up a wonderful spread), a professional conjurer and ventriloquist, with games and the local hand group, the Costers which was the children's delight, the whole party went with a swing.

GIVEN PRESENTS

Before the children left they were all given a really worthwhile present—six of the bigger boys each received a full sized football, autographed by the England World Cup winners football team.

In addition to their presents, each child received the usual fruit gift from Enfield's vice-president, Shipmate Jack Hockley.

Our correspondent says "It really was a party to remember, and I'm sure our shipmates



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across the Atlantic will fully appreciate how we spent their money when they see the film and hear the recording."

Wear thanked

When H.M.S. Phoebe arrived in the River Wear on May 8 on a "Show the Flag" tour, the ship's company, were, as usual, invited to make the premises of the Wear branch their headquarters.

The invitation was so much appreciated that Capt. W. R. D. Gerard-Pearse, R.N., captain of the ship, called at the branch during the week to express his thanks.

As a token of the ship's visit he presented the ship's crest to the branch. It was the 109th crest so presented.

So successful was the dinner dance of the branch on April 29 that members have asked that similar functions should be held more often.

Shipmates of Wear visited the

Whitley Bay branch on May 2 where, with members of other branches in the area, they took part in a "get-together" to raise funds for a worth-while project.

Two Whitley Bay shipmates are invalids and can only get about in wheel-chairs, and the shipmates wanted to raise £60 to provide cement runways into the invalids' homes.

A concert party was arranged by Shipmate Ellis of the Wear branch and, together with presents which were given, it is hoped that the target was passed.

New President

"I have spent the whole of my life in the Royal Navy, and am very grateful to this branch, and the shipmates, for giving me the opportunity of continuing this association."

So said Rear-Admiral P. McLaughlin, the newly elected president of the Ramsgate branch of the Association, on the occasion of the branch's annual dinner.

Thirteen years ago the Ramsgate branch was struggling very hard to keep its head above water, but four shipmates decided to hang on. Their tenacity of purpose kept the branch afloat and brought it to calmer waters.

The principal guest was the Deputy Mayor of the town, Miss Chamberlain. She spoke of the work the branch had done in the town, expressing the hope that the desire of the branch to have its own premises would be realised.

Ald. J. Barnett, a new vice-president of the branch, referred to the need for more young men to join the Association, so that the good of their predecessors can be maintained.

Purley dinner

The chairman of No. 2 Area, Shipmate T. Asprey, D.S.M.,

CONFERENCE AND REUNION

The annual conference is to be held at the Royal Commonwealth Society, Craven Street, London, W.C.2, on Saturday, September 9, commencing at 10 a.m.

The reunion will be held in the Royal Festival Hall on the evening of November 4.

was the guest of honour at the Purley branch annual dinner and dance, and in one of the most stimulating speeches heard by the Purley members, he mentioned how pleased he was to see the branch expanding.

This point was proved by four new members joining only that very evening.

Shipmate Asprey, who had been welcomed by the branch president, Cdr. J. S. Kerens, R.N. (ret.) and chairman, Shipmate B. Bennett, referred to the unfortunate illness of Shipmate Arthur Diplo, whom he called the "Flame and Fury" of Purley branch and No. 2 Area.

Shipmate Diplo was a founder member of the branch who had given every moment of his spare time to the Association.

Cardiff ball

To welcome H.M.S. Glamorgan on her first visit to the county, the Cardiff branch organised its first Naval Ball at which 1,700 people were present.

Miss Patricia Stevens, daughter of the Cardiff branch members Mel and Pat Stevens, was the winner in the Miss Glamorgan contest, and she was invested with the sash and a cheque by Capt. R. E. Roe, commanding officer of the frigate.

The judges were members of the ship's company of H.M.S. Glamorgan and lady judges from H.M.S. Cambria, the Cardiff R.N.V.R. base.

Capt. Roe was presented with a plaque of the Cardiff Club, and in turn presented the branch with a plaque of H.M.S. Glamorgan.

As a result of the dance, many applications have been received for membership of the branch.

Ringwood branch disbands

Because of insufficient support, the eight-year-old Ringwood branch has reluctantly decided to disband.

Seven of the membership of 23 have transferred to the Christchurch branch, including Admiral Sir Wilfrid Woods, who was vice-president of Ringwood.

Admiral Woods has become president of Christchurch branch, succeeding the late Admiral Sir Philip Clarke.

L. B. Horton, 7 Hayeroff Road, Sliethorne, Cheltenham, is anxious to trace any survivors of H.M.S. Royal Oak.

CHATHAM, MY CHATHAM

(Poignant memories of a one-time Chatham sailing)

I've cursed and I've sworn about Chatham
Until I was blue in the face,
But when we were rolling our guts out at sea
There was no more desirable place.

There were many good points about Chatham,
Like kicking up beer on the chute,
And I'll never forget how I once met romance
In a pub by the Gillingham Gate.

They had their own slogans in Chatham,
Perchance they adhere to them still,
Any nautical gent would know what you meant
If you said you jumped out at Herne Hill.

How well I remember the Depot,
And the panic if any indolent

Should ever be found on that sanctified ground
Where angels and officers trod.

Now, Pompey's an old Naval port, and all that,
Imbued with a kind of nostalgia,
But to hear some Pompoians chattering their fat
You'd imagine they'd fought at Trafalgar.

And glorious Devon has virtues, I know,
As the Duffus are always maintaining,
But ever since Drake's game of howls on the Hoe
It's never stopped flipping well rainings.

So here's to my memories of Chatham
And days down the Trot at Sheerness;
Of Battleship Annie and dog-featured Fannie
And ninety-five men in a mess.

C. C. Goring

First Lord's belief in Navy's future role

When the Reading R.N.V.R. Officers' Association held its 18th annual dinner on April 27, the guest of honour was the First Sea Lord, Admiral Sir Varyl Begg.

The toast of "The Royal and Commonwealth Navies" was proposed by the Rt. Rev. G. C. C. Pepys, Bishop of Buckingham, who recalled his own service as a chaplain, R.N.V.R., during the war.

In his reply, Admiral Begg said that there had been great changes in the Service during recent years although, curiously enough, while most people seemed to assume that we had a much smaller Navy today, the fact was that numerically it was, within a few hundreds, precisely the same as when he had joined, 40 years ago.

The greatest change in ship design lay in the nuclear submarine, which added a new dimension to sea warfare.

Admiral Begg said that changes in living conditions at sea had in some ways been as remarkable. Modern warships today were all air-conditioned, so that one lived in a temperate climate, slept on a comfortable bunk and ate extremely good food.

Presentation in Eagle

Ch (M/E) Simon Moyle and Ch Meech Ben Braithwaite, both of H.M.S. Eagle, were presented with bars to their Long Service and Good Conduct medals on the same day—an event possibly unique in the history of the Royal Navy.

Similar awards have gone to CPO R. H. Rainer, only serving survivor of the Glowworm—Hipper action of 1940, and COEL L. C. Powell, who has held chief's rating since 1944.

FOUNDER'S DEATH

A founder member of the Arbroath branch, Shipmate Charles Smith, who died suddenly on April 20, was chairman for its first four years. He was then elected a vice-president and made a life member. He was also vice-chairman of the Scottish Division.

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But there were also numerous changes outside the Navy.

He instanced the passing of our colonial empire, which had greatly reduced the requirement for "Imperial Policing"; the move towards Europe; the tendency towards a rule of law and the use of the United Nations Organisation, instead of force of arms, to settle international disputes.

RISE IN COSTS

Other difficulties were caused by the sharply rising cost in real terms of modern sophisticated equipment, and of the men to man and maintain it.

And, perhaps above all, the constraints today on the use of military power brought about by "The bomb"—the appalling horror of what might start as a minor incident escalating to nuclear war.

"With so many unknowns," the Admiral said, "it would be foolish to be dogmatic, yet I strongly believe that the Navy, in partnership with the R.A.F., has a vital role to play, as in the past, to help keep the peace and to deter maritime aggression."

"The Navy in the future, as with the other Services, will probably be smaller, but it will be an expert technical Service, responsible for deploying the British nuclear deterrent, able to provide a lead to the maritime shield forces of Europe, and uniquely capable of policing the seas wherever a British presence is required, world wide."



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LATEST NAVY FILM RELEASES

Who can that be in the next berth? Even a submerged trip in a Polaris submarine would have extra excitement if it was discovered that glamorous Shirley Eaton was living on board. This is one of the tense moments of "Around the World Under the Sea".



Adventure under sea

Science fiction continues to be a top attraction for cinema-goers, and submariners in particular will find special interest in "Around the World Under the Sea," which is among the latest films released for showing to the Fleet.

The story is of a group of scientists who travel the oceans of the world in a super submarine, and with Shirley Eaton backing up David McCallum and Lloyd Bridges, there is plenty of tension and excitement.

Other pictures released by the Royal Navy Film Corporation are:

Gambit. — Shirley MacLaine, Michael Caine. An ingenious crime comedy about a plot to steal a priceless piece of statuary. Delightfully presented and acted.

Hinders Keepers. — Cliff Richard, The Shadows, Robert Morley. Pop music

adventure set in Spain. The story is a slender piece of spy nonsense, infused with gaiety.

The Spy in the Green Hat. — Robert Vaughn, David McCallum, Jack Palance, Napoleon and Illya in another familiar adventure of comedy and thrills. All popular ingredients involving THURISH and UNCLE.

Night of the Generals. — Peter O'Toole, Omar Sharif, Donald Pleasance. Gripping murder hunt cunningly set in the context of the German general's assassination plot against Hitler. Plenty of drama and suspense.

Two sailors saved in Atlantic gale

When three sailors went forward to secure a jackstay in H.M.S. Torquay on the night of May 19 in a Force 7 Atlantic gale off Start Point, Devon, a heavy sea swept the frigate's bows, and look-outs saw that only one man remained on the forecabin.

OS Alan Grenyer, of North Shields, was lying with a broken leg, jammed against a breakwater which had stopped him going over the side.

Cries were heard, and the port look-out released the life-buoy. PO Fred Bright of Truro, and JS Colin Southern (17), of Selby, managed to grab the buoy, and AB John Home jumped into the pounding seas to reach them.

PO Bright refused to be helped until he was sure that Southern was on the rescue ladder. Then he allowed himself to be winched aboard.

The three men, all with broken legs, were taken to Plymouth naval hospital.

ing Portsmouth Harbour last November.

A pipe burst in the ship and hot oil spurted out, flooding the boiler room. In "this uncertain and dangerous situation" CM(E) Gerald Bigland shut down one boiler, while maintaining steam pressure on the other. His actions minimised the hazard to other men and cut the fire risk.

The other man in this brave exploit was LM(E) Michael Britton, who "although saturated with hot oil, he stayed and shut off the sprayer."

RADFAN EXPLOIT

When a company of 45 Cdo. R.M. was attacked by dissident tribesmen in the Radfan area of Aden, a tent occupied by four Marines was hit by a rocket and grenades. Three of the Marines were wounded, one seriously.

Because of enemy fire the casualties could not be evacuated by helicopter, but LMA Edward Alan Waile, of Abington (Northants), who was Mentioned in Despatches during a previous tour of duty in the same area in 1965, "went about his duties in an atmosphere of calm efficiency," saving the life of the seriously wounded Marine.

For services in Malasia

Awards have been announced in recognition of distinguished services in the East and West Malaysian operations during the period June 24 to August 11:

C.B.E. — Capt. Roderick Douglas Macdonald, R.N.

M.B.E. — Lieut.-Cdr. James Joseph Foggon, R.N.

Mention in Despatches — Capt. Roger Halkett Brook Learoyd, R.M.

GANGES EXPED. WITH A DIFFERENCE

A week-end of work and play was "goodo" according to 38 JEMs from H.M.S. Ganges, and earned the thanks of the community of the village of Leiston, Norfolk.

After a visit to the atomic power station at Sizewell on the Friday the juniors were entertained in the Leiston Youth Club, and the next morning various projects were undertaken.

The gardens of elderly folk were dug over, and a "tidy-up" operation was organised for Sizewell Beach.

PLAYED AT CUP FINAL

The Royal Naval Brass Band of the Apprentices' Training Establishment at Rosyth—H.M.S. Caledonia—played at the Scottish Cup Final between Celtic and Aberdeen at Hampden Park, Glasgow, on April 29, in front of a crowd of 126,000.

The band consists of E.R.A. and shipwright apprentices, and is 46 strong. All practice is in their own time, and in order to fulfil the engagement, they gave up a week-end of their Easter leave. Attending the cup final was one of several engagements for the band this summer.

SUBMARINERS' GET-TOGETHER

More than 2,000 submariners from 15 countries attended the International Submariners' Association's "get-together" in Cologne, from April 28 to May 2, and among them were 35 from Great Britain—25 of them members of the British Section of the Association, and 10 members of the London branch of the Submarine Old Comrades' Association.

With the party was Mr. Max I. Winterburn, of Cheltenham, a founder of the Cheltenham S.O.C.A., and who later helped found the British Section of the International body.

He took with him a large anchor-shaped wreath which was laid, on behalf of the submariners of this country, at the Hindenburgpark Cemetery, following a service in tribute to the fallen of all nations, in Cologne Cathedral.

Mr. Winterburn says: "We hope to have the 1968 get-together in London, if we can get the support of the British Association."

DIFFERENCE

In the afternoon there was a soccer match against a youth team from the village, and a hectic day was concluded when the Juniors held an entertainment for members of local youth organisations.

On Sunday morning a Youth Service was held in Leiston parish church, preceded by a parade headed by the Ganges contingent.

FRIGHTENING

In the case of another rescue the Commander-in-Chief, Home Fleet, Admiral Sir John Frewen, commended an 18-year-old ordinary seaman, David Stewart Rhodes for "cool thinking and a high standard of seamanship in the face of frightening conditions."

In a Force 9 gale off Northern Ireland, a man fell overboard from H.M.S. Hardy, and the ship's motor whaler was called away.

The coxswain, LS (now Petty Officer) Douglas Scott dived overboard from the boat to support the man who had fallen overboard.

Rhodes, who had been on board Hardy for only three weeks, and had only been at sea for one and a half months since leaving training establishments, took over as coxswain.

He realised that he had to approach the two men downwind, and he brought the boat safely alongside them, and they were hauled on board.

BOILING OFF

Two other actions which have earned the commendation of Admiral Frewen occurred while H.M.S. Eastbourne was enter-



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In Memoriam

Admiral of the Fleet the Earl of Cork and Orrery, April 19.
Ens. Lieut. Stanley Cranshaw, H.M.S. Collingwood, April 21.
Gordon Roland Howard, LS, D/J, 952254, H.M.S. Centaur, April 28.
David Richard Norman, ERA 1/c, P/MX, 85576 H.M.S. Albion, May 1.
Anthony James Dunn, Msc. RM, 18603, 45 Cdo RM, May 5.
P.C. William Bartholomew, A/LAN, L706386, 42 Cdo RM, May 10.
James Malcolm Ewart Currie, Art. App. 08395, H.M.S. Caledonia, May 14.
Mid. Ronald Geoffrey Maxwell, H.M.S. Heion, May 18.

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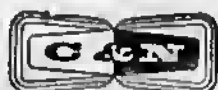
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20 TEAMS RACED FOR ASMARA CUP



By 334 points to 21. H.M.S. Collingwood A won the final of the Asmara Cup, the Portsmouth Command Sailing Association's knock-out event for team racing in Bosun dinghies, with four boats per team.

The increasing popularity of the Bosun was shown by the entry of 20 teams, including two from the Army.

Navy sailing selectors not only attended the event, but formed part of a team which they called "Bootleggers." Helmsmen in their team were Rear-Admiral O. H. M. St. J. Steiner, Capt. C. A. Johnson, Cdr. M. A. Oliver, and last year's Bosun champion Ch. EL (A) Roy Mullender.

A team entered under the title "Eastern Exiles" represented the 1966/67 Far East Fleet sailing team, and included Cdr. N. Fitzgerald and PO Phot Charlie Robinson, who both figured prominently in the 1966 Bosun championships.

The semi-finals produced

The start of the quarter-final between Marchwood and H.M.S. Daedalus "A." No. 19 was disqualified for being over the line at the start

some close racing, with Bootleggers beating Marchwood by 31 points to 284, and Collingwood A beating Eastern Exiles by 32 to 284.

The final result was in doubt for some time, due to a protest by Rear-Admiral Steiner, but the protest committee found for Lieut. Ray Bate.

The Commander-in-Chief, Portsmouth (Admiral Sir Frank Hopkins) presented the trophy to Lieut.-Cdr. K. Bright, of the Collingwood A team.

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SOCCER NOTES

BY BENBOW

Royal Navy's team was not outclassed

As I have hinted in my previous reports, there is little difference between champions and "woodenspoonists," as each of the three services are each in with a chance.

By losing to the R.A.F. 2-1 and to the Army 3-1, the Navy were bottom of the table this season, but in spite of the results they were not outclassed. Indeed, with a bit more purpose the "boys in blue" could have repeated last year's effort and have been champions.

The R.A.F. game could have been won, and had it been, then the Army fixture would have produced a more stirring battle.

Congratulations, however, to the Army on winning the Inter-Services championships.

DISMAL RECORD

The Navy's record this season was probably the most dismal for many years. The record books show—played 14, won 2, lost 10, goals for 22, against 39.

There was really only one major defeat, that against Essex F.A., 8-1, when nothing went right for the Navy.

The remainder of the fixtures were evenly contested, and only the odd goal separated the teams, proving as before, that the opposition is of a level to suit the Royal Navy.

Twenty-four players were called upon to wear the Navy shirt, and Derek Godwin, the Navy captain, was the only ever-present player. There were three new Navy caps, Mech Spilsbury, Mne. Hunt, and PO Blandford.

CPO Bill Mitchell, the coach, is going outside and his going will be a blow. His successor is Sgt. J. Ellis, who has been appointed coach to the R.N. and R.M., and as he is stationed at Eastney it is to be expected that lots of valuable help to the

R.N. Football Association will be forthcoming.

LACK OF SUPPORT

Expenses exceeded income this season, and while many things tend to affect this balance of payments, one disturbing feature is the lack of support at home games, and in cup competitions.

This financial element, while not really important to the sailor in his ship, is only brought in to point out to the sailor how much his help is needed, and how his very presence is so essential in all aspects of the game.

Benbow will sign off now for this season, and it is to be hoped that next season, in August perhaps, he can inform you of those players then to be considered, and also be more glowing in next season's monthly reports.

Marine wins A.B.A. title

For the first time in 17 years, the Amateur Boxing Association light-heavyweight title has gone to a Navy boxer—Mne Max Smith, who outpointed Dick Owens, of Reading, at the Empire Pool, Wembley, on May 5.

The final was a somewhat scrappy contest, but the Royal Marines coach, Derek Evans, blamed the attitude of the Reading boxer.

"He just did not want to know about Max. He kept boring in continuously throughout the contest, and when this happens there is nothing you can do about it."

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Family fencers in contest

The Royal Navy Fencing championships were held at Lee-on-Solent on May 9 to 12, and Sgt. J. T. Harrison, R.M., of Britannia Royal Naval College, Dartmouth, became Navy Champion in both the foil and epee events.

He also became the Dismounted Champion-at-Arms, with 22 victories. The runner-up was SCPO(V) R. Parry, of R.N. Barracks, Portsmouth, with 15 victories, who also became Navy Sabre Champion.

L. Wren C. M. Murphy, of H.M.S. Golderest, was the Ladies' Foil Champion.

In the championships CPO George W. Humphries, the Staff Cl. P.I. in H.M.S. Ganges, opposed and beat his stepson, Sub-Lieut. Norman L. Green, in the sabre contest.

CPO Humphries, who joined the Royal Navy in 1944, has represented Nore and Portsmouth Commands in fencing competitions.

Sub-Lieut. Green, who joined the Service in 1964, after being educated at the Royal Hospital School, is now in his third year of academic training at Britannia Royal Naval College, Dartmouth.



Sub-Lieut. N. L. Green (left) and CPO G. W. Humphries

New captain of Navy cricket

Mr. Denis Howell, M.P., has indicated that he intends to be present when the Royal Navy plays the Civil Service at Chiswick on June 7.

Capt. R. G. Stevens, R.N., has been appointed sole selector for the Navy XI and will captain the team, succeeding Inst. Lieut. Cdr. G. G. Torloff.

For the first time, the match against Oxford University on June 12 and 13, will take place at Oxford. One new fixture is the match against London University, to be played at Motspur Park on July 1.

Dryad Wrens win every match

The Wrens of H.M.S. Dryad won every fortnightly match during the seven months' season in winning the Portsmouth Command R.N. Unit 22 Rifle Shooting Cup.

The team captain, L. Wren, Sheila Armour, won the Beryl Payne trophy, given by ex-Reg. PO Wren Payne, for the highest average score obtained by Wrens under 21.

Centurion wins soccer cup

By beating the Farnham Police by three goals to two at Camberley on May 3, H.M.S. Centurion (Commodore Naval Drafting) won the West Surrey Mid-Week Clarity Cup.

It was a hard-fought match, with fast, constructive football, well worthy of a cup final. Goal scorers for Centurion were Whittle, Styck, and Foster. The Police led on two occasions.

Capt. H. C. Goodhart, R.N., won the British National Gliding Championships at Lasham, with 3,734 points.

Cdr. Mitford to retire

Cdr. J. B. Mitford, R.N. (ret.) is to retire later this year as Secretary of the Royal Naval Sailing Association, a post he has held since November, 1945.

He was serving in H.M.S. King Edward VII when she was mined off Cape Wrath in 1915, and was in H.M.S. Orion at the Battle of Jutland.

Cdr. Mitford joined the submarine branch in 1917, and from 1937 to 1945 was submarine drafting officer at Fort Blockhouse.

Runners good start to season

In the 44-mile road race from Exeter to Plymouth on May 6, won by John Tarrant in a new record time of 4 hr. 44 min. 32 sec., the Navy's long distance trio—ERA R. Clark (H.M.S. Mainstone) PO Wtr C. Wright (H.M.S. Pembroke) and Sub-Lieut. J. Eaten (H.M.S. Thunderer) made an excellent start

to the running season.

Clark was 7th in 5 hr. 24 min. 55 sec., Eaten 12th in 5 hr. 41 min. 30 sec. and Wright 14th in 6 hr. 15 min. 28 sec. There were 40 entrants, of whom 23 finished.

R.N. Engineering College, Manadon, entered a team of four, two of whom finished (R. Batty, 2nd and P. Proctor, 22nd). This was an excellent achievement, as neither of these runners had ever competed in a race of this distance before.

Rugby stalwart dies

Rugby players will lament the passing of one of the greatest stand-off halves the Royal Navy and England have produced—Mr. W. J. A. Davies, O.B.E.

The names of W. J. A. Davies and C. A. Kershaw are indelibly written in the records as the best pair of half backs playing between the wars.

"Dave," as a member of the Royal Corps of Naval Constructors, captained United Services

SPORTING ROUND-UP

Failed to make it

Once again the Royal Navy failed to get a grip of the Inter Services Hockey Trophy. This year we had no injuries as an excuse; we just failed to make it.

The Services matches were desperately close affairs. The

HOCKEY NOTES BY MEREDITH

Navy outplayed the Air Force and yet lost by a single goal. Against the Army, the play was more even and could quite easily and fairly go to either team. In the event the score was 0-0.

The season saw its move to second, equal with the Army, in the services championship. The selectors had to combat a certain amount of non availability of players and yet managed to produce a competent team.

No hockey player in the Royal Navy or Royal Marines can argue that any one worth his place was left out of the final team and the best XI did as well as expected. In fact they probably did slightly better.

HOPES FOR 1968

Next year is the 50th anniversary of the R.N. v. Army hockey match. With Simon Cook, David Wilson, Peter Rowe, Martin Dismore, Nigel Goodwin, Bruce Trentham, Mike Laidler and David Campbell all likely to be available. The Navy cannot miss the title yet again.

We can only hope that the drafting authorities do not change their plans, and that commanding officers make their players available.

If so the Indian Air Force trophy should, at last, rest in a naval trophy case.

(Portsmouth), the Royal Navy, Hampshire, and England.

He was renowned for his ability to drop goals from unpromising positions, the result of long and concentrated practice on the Portsmouth U.S. ground.

SWEDISH SPORT SPREADS Orienteering—all ages can compete

One Sunday afternoon in Mid-Surrey a family of picnickers enjoying the quietness of a wooded heath were suddenly astonished to see a man break from a nearby cover, stop, check a small instrument in his hand and then dash with galloping strides across the heather and out of sight down a brambly slope.

He was dressed in a blue nylon tracksuit and besides the instrument he carried a small polythene holder. He was sweating profusely and his legs were wet and muddy up to his knees.

He paid no attention at all to the people munching sandwiches on their rug nearby, his whole mind being occupied with the job in hand. Next control point 7 described on his card as "a holly tree by the track and path junction" Grid reference 880348. He had worked out his magnetic bearing to it as 274°



Lieut. Bagshaw, R.M., in action during an orienteering event in the Isle of Wight.

SWEDISH SPORT

What on earth was this fellow up to? Well, if you want to know, Orienteering. Not many people know about it in England yet, but those who do are obsessed with this Swedish Sport which was brought to Scotland in 1962, and has since spread to England.

Competitors set off at one minute intervals and only learn of the course after they have started in an enclosure where they mark their maps with the route shown on the Master Map.

Then it is every man for himself.

Royal Marines and Wrens have begun to appear at the start line and the Royal Corps have founded their own Club.

RED FACES

Some school children have become good at orienteering in a remarkable short time and I have seen a number of well known athletes leave a competition with red faces having been soundly trounced by a 15 year old.

The "Old and bold" have their days too. A 51-year-old woman beat a Royal Marine Commando Sergeant on one occasion and it took him a long

while to live that one down.

Orienteering is not yet an official sport in the Royal Navy or Royal Marines, but it may soon be. The sport is well organised in civilian circles. An English Orienteering Association is in being and there are also Regional Associations. John Disley at 38 Broom Close, Teddington, Middlesex, can always supply details of starting.

If you are ever down in the forest, and something slips you may now not be so surprised to find it is a dis-orientated orienteer.

'SAM THE HAMMER' DOING WELL

Some 10 years ago "Navy News" featured Sam Johnson, then a Staff CPT, as "Sportsman of the Month." His activities since he left the Service five years ago make interesting reading.

Sam and his family emigrated to New Zealand, and he took up an appointment as a grade II teacher in physical training at Papatoetoe High School, near Auckland. The school has 1,200 boys and girls, and a staff of 50. Facilities were not too plentiful and there was no gymnasium.

It was a situation needing a strong, forceful character and, with his customary energy, Sam arranged games and fetes, and with the help of donations a magnificent new gymnasium was built and equipped.



Lieut. Sam Johnson, R.N.Z.N.

Participation in outdoor activities multiplied, and as a result five national junior titles were won by pupils of Papatoetoe, and Sam's efforts did not go unnoticed. In two years he was advanced to a grade IV teacher.

In his first year in New Zealand, Sam attended the National Coaching School as a student, but for the following two years his services as a lecturer were utilised, and earlier this year he was appointed Director and Chief Coach to the Young Athletes Seminar.

His many activities have not prevented his competing in his own particular event—the hammer. He won the Auckland championships in 1963 and 1964, and still throws 150 feet consistently.

Another challenge came along. The Royal New Zealand Navy established a position for a physical training officer at Devonport, and he has now become Lieut.—Sam Johnson, R.N.Z.N.

There was plenty of keenness in the R.N.Z.N., but it lacked direction, and that Sam has supplied. He has aroused great interest in all sports and games.

He still finds time, too, to act as National Junior Athletics Coach, President of the Auckland Athletics Coaches Association, and to coach, manage and referee at soccer in the local league.

His latest achievement is to have been invited to lecture to the New Zealand Rugby coaches on fitness training.

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